

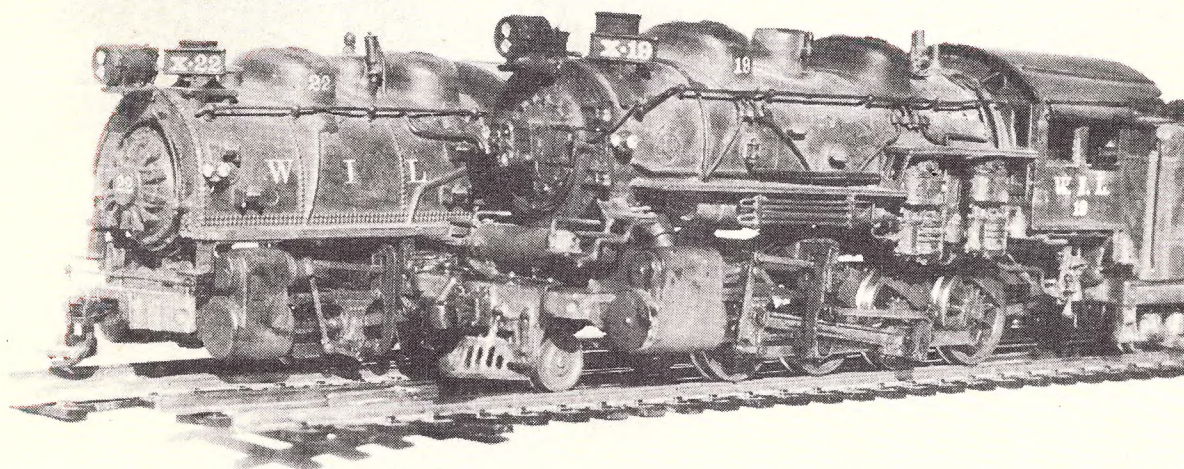


# **Australasian Model Railroad Magazine**

30 cents

NOVEMBER/DECEMBER 1971 VOL. 5 NO. 6 ISSUE 53

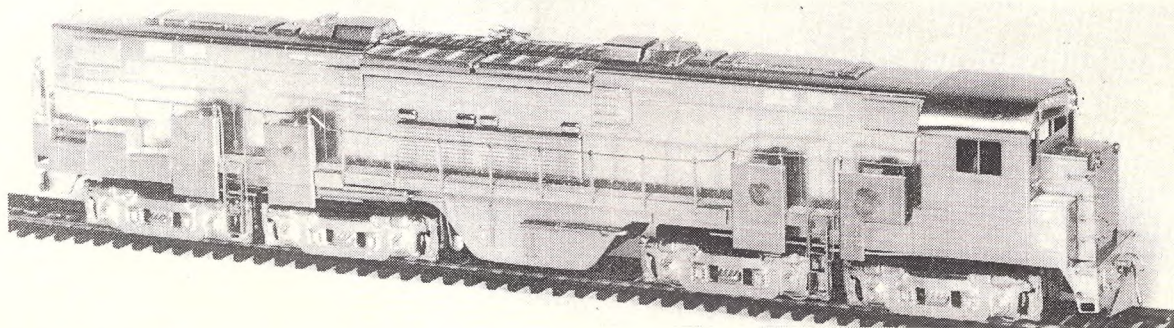
Registered at the G.P.O., Sydney, for transmission by post as a periodical — Category B



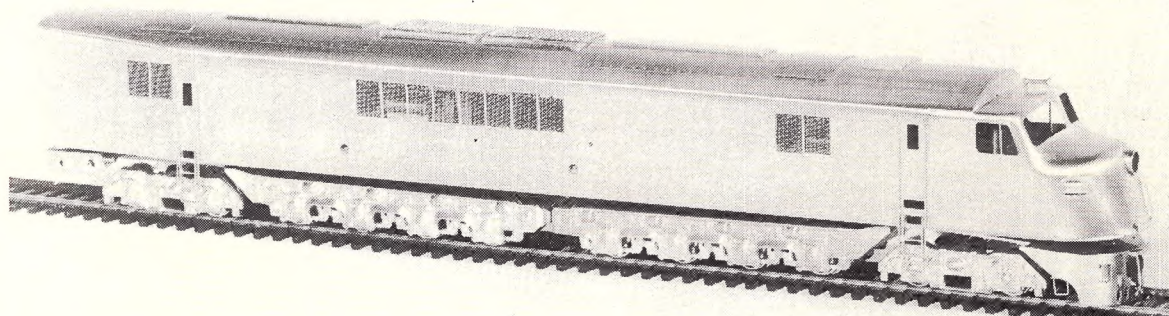
**32 page Bumper Christmas Issue**



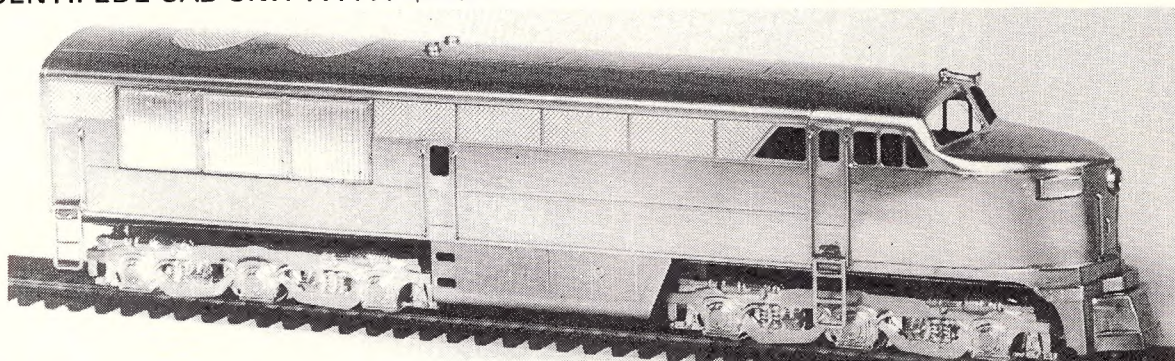
# NEW HO DIESEL MOTIVE POWER... FOR EVERY CLASS OF SERVICE...



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F-M ERIE BUILT DIESEL CAB UNIT . . . . . \$57.80

## Other News from "THE DOCKYARD" . . .

Fans of the N.Y.C. System, who have long lamented the passing of Tenshodo's HO Mohawk model, will welcome the news that limited stocks of LMB's 4-8-2 are now to hand. Priced @ \$140.85. The same delivery includes Westside's W.P. Bay Window Caboose with Trucks @ \$35.20 and the first of the O Scale Composite Hoppers (less trucks) @ \$30.25. Next arrivals from Katsumi are expected to include the O scale U.P. 2-8-0's and more of the HO scale (painted) Porter Mogul's. First of the improved version of which rapidly sold out. The O scale Sante Fe 4-8-4's (our stocks of which would now appear to be fully pre-sold) should be available to those who have placed reservations by the time this issue is in print. In HO, Westside's S.P. 'P-1' and G.N. 'H-4' Pacific Locomotives are both expected to appear about the end of the year. Other near arrivals in HO are the Balboa Sante Fe 2-10-2 '900' and 4-4-2 Locomotives, as well as Westside's Rio Grande 4-6-6-4 Challenger . . . Those interested in the Catalogue is available @ 75¢ and can be supplied together with Price List @ 93¢, including postage . . . Modellers who have come to value the Pittman range of HO and O gauge traction motors will share our disappointment and loss in the news that Pittman have become involved in a 'take over',

following which all production of railway motors has now been dropped. Whilst stocks remain on hand, those wanting Pittman Motors should visit our premises or send a large stamped S.E.A. for our Pittman List. This covers stocks on hand, including spare Brush Sets available. When those stocks are sold out, there will be no more . . . . Narrow gauge modellers working in HO<sub>N2½</sub> will welcome the arrival of the new Liliput Bogie Gondola, Coach and Covered Van. The latter is available in Zillertalbahn (No. 915), Salzkammergut-Lokalbahn (No. 935) and Murtalbahn (No. 955) liveries @ \$4.80 ea. The Gondola in Zillertalbahn (No. 917), Salzkammergut-Lokalbahn (No. 937), OBB-Steyrtalbahn (No. 947) and Murtalbahn (No. 957) liveries @ \$4.45. The Coach in Zillertalbahn (No. 715), Salzkammergut-Lokalbahn (No. 735) and Murtalbahn (No. 755) liveries @ \$5.00 ea. See them at your nearest outlet for HO<sub>N2½</sub> supplies. For our new Price List covering all Liliput, Egger-Bahn, Jouef and Minitrains HO<sub>N2½</sub> stocks, send your request together with large S.A.E . . . . A new indent from Marklin includes our first stocks on Minex O scale narrow gauge locomotives and rolling stock, designed for operation on HO track. Details and illustrations of which, are included in the current Marklin Catalogue (68¢ per copy, including postage).



# ***NEW HO CITY INTERURBAN CARS..***

## ***FOR EVERY CLASS OF***

## ***TRACTION SERVICE...***

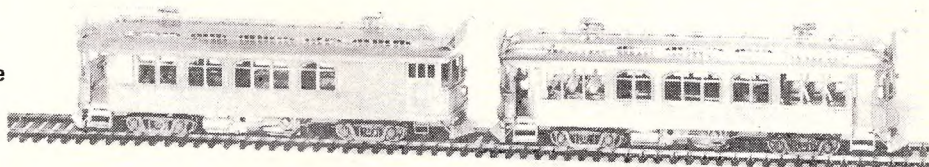
### **PACIFIC ELECTRIC CARS:**

Left to right:

'1300' series Arch Windowed Combine

'414' series Niles-California Car

Price: \$41.50 ea.



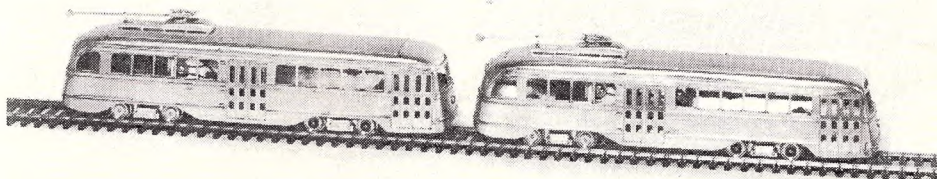
### **LOS ANGELES RY. CARS;**

Left to right:

'P-1' class P.C.C. Car

'P-1' class P.C.C. Car

Price: \$56.25 ea.



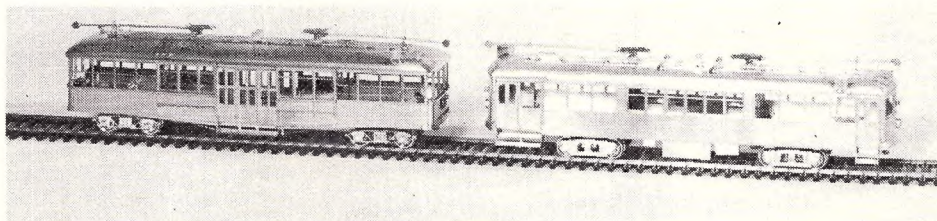
### **LOS ANGELES RY. CARS:**

Left to right:

'CE' class Car

'H-1' class Car

Price: \$51.00ea.



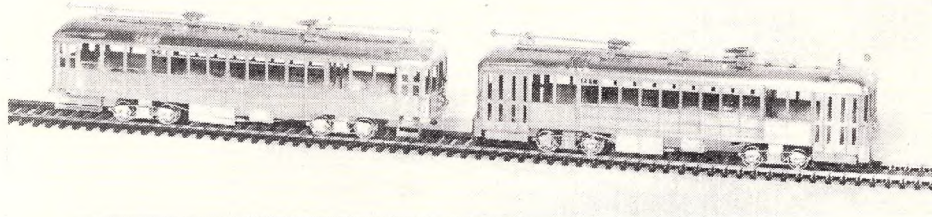
### **LOS ANGELES RY. CARS;**

Left to right:

'F' class Car

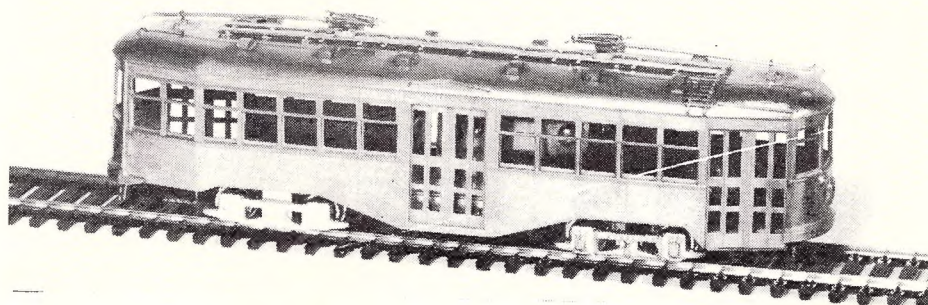
'F-4' class Car

Price: \$51.00 ea.



### **BROOKLYN & QUEENS.**

'8000' Series Car \$ 49.30



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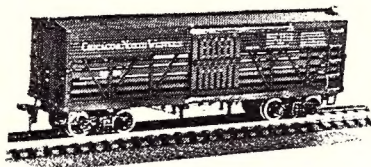
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## HO/OO

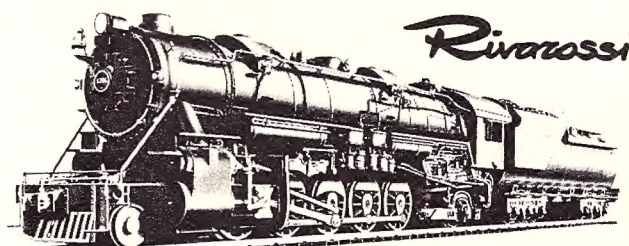


## OLD-TIMER FREIGHT CAR KITS

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| <b>36' Old Timer Box Cars</b> .....               |  |
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| R-361 Pennsylvania, Yellow/Black                  |  |
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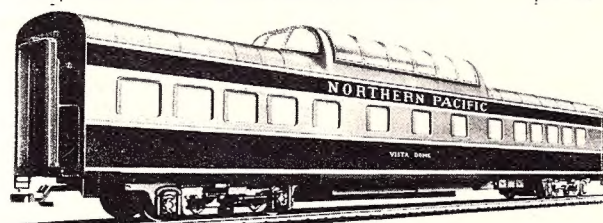


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| <b>36' Old Timer Stock Cars</b> ..... | \$3.95 |
| S-361 Rio Grande Western, Black       |        |
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1255 | B&amp;O 2-10-2 w/Vanderbilt Tender

| 55-95



2764 | Nthn. Pacific Fitted Vistadome

| 7-35

## A SELECTION OF OTHER RIVAROSSA LOCOS:

|                                                                                                                     |         |
|---------------------------------------------------------------------------------------------------------------------|---------|
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| 1225 B & O 0-4-0 Switcher, 8-wheel slope-back tender, full valve gear, working headlight, black, 7 1/2" long.....   | \$16.95 |
| J40 French Old-timer 0-6-0 w/tender, working headlights, Green, 7" long.....                                        | \$15.95 |
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If your dealer is stumped, he is invited to, or you may, write to us for supplies.

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# Australasian Model Railroad Magazine

The Official Journal of SCMR in Australia; incorporating the Yardmaster, the Bulletin of the Sydney Model Railway Society.

November/December 1971 Vol. 5 No. 6 Issue 53

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## comment



At times we all feel the need for solitariness. We need to retreat from the troubled world and quietly consider the human conditions. This natural feeling must now, however, be allowed to overcome our tendency to involvement in the world. Remember that each of us is a part of the entire environment. Often the model railway fan is able to retreat into an artificial miniature world and ignore the real world. This retreat can provide a breathing space to enable us to collect our thoughts and ideas. Often I pause while preparing this magazine and consider things, but I cannot let myself be distracted from the serious issue at hand. The needed thing is for us modellers to become involved with each other and to want to participate in each others enjoyment of the hobby. Therefore do not shut yourself into a layout room but enjoy the world. A short column this issue but my idea is not. Peace and Love.

J.J. Bevan

Readers will note that this issue is larger than usual. We have produced a 32 page issue at no extra cost to you to wish you a Merry Christmas. God's peace be on you.

The Editor



# shop detective

Vic Barnes Hobbies of New Lambton caters for all Newcastle and the surrounding districts. He has a big range of most modeller's requirements and if not in stock he will do his best to procure. On entering his shop recently I was impressed by the complete stock of Vollmer products together with Peco. H & M lines are in abundance and spares also. Much to my delight Vic had a complete range of Viking HO scale vehicles; for those interested I spotted some "N" gauge too and plenty of HO & N 2 & 3 colour signals, also Kadec couplers to suit all requirements.

Perth has two hobby shops dealing in a wide range of Toys and the various modelling hobbies, but both have a big interest in the model railway field. These shops are Jack Stanbridges Hobby Shop at 19 Guildford Rd. Mt. Lawley, and Perth Hobby Centre 1st Floor, 618 Hay St. Perth. Jack is an active modeller in 7½ gauge but has a wide knowledge of the smaller gauges, eg. O, HO and even N. His stocks include Rivarossi, Peco, Lima, Triang — along with an extensive coverage of magazines and publications in the railway fields. John Holly is the man to see at Perth hobby centre and the stocks include Rivarossi, Peco, Lima, Triang, Athearn along with a range of lineside kits in HO and N.

In recent years Sydney has seen the growth of the Australian Historical Society's Repository and bookshop at 3rd floor, Wembley House, George Street, Railway Square, into the largest stockist of railway books in this part of the world, giving a virtual world wide coverage. A browse is bound to bring on the urge to buy and read. At the moment a sale of model railway books is in progress and titles offering cover many English and American books along with some Australian books.

Hobbyco have some of the latest Lima models in stock at the moment. Some beautifully detailed American outline steam "switchers". The construction is first class but the prices are very reasonable. There is also a model of a French 2-8-2 by Lima. Rumour has it that it may be a likely candidate for a NSWGR "59 class" conversion.

Searle's have some Bachmann HO gauge in stock. Good quality rolling stock of USA prototype at \$1.50 a car. There is also an F9 (a change from the usual F7) by Bachmann under \$10. Bachmann N gauge is also well represented including a new set with a saddle tank loco in it. It is incredible, but the detail includes full valve gear even though some HO manufacturers of the same model seem to have shirked this detail.

## LIMA, HO SCALE, 2-8-2- SNCF R LOCOMOTIVE

After World War 2, with the French Railways desperately short of locomotives, an order was placed on Alco, Baldwin, Lima and Montreal Locomotive Works for a total of 1350 steam locomotives, to be sent to France under the Marshal Plan.

These locomotives were an Alco standard design Mikado modified to suit French operating requirements. These locomotives are the last steam locomotives in regular service on the SNCF.

This is Lima's first scale model steam loco and is a very fine model. All the detail is cast on except the metal boiler handrails. The details is very good, being equivalent to Lima's diesel and electric locos. The compressor colling coils are free standing and the cab is fully detailed.

The operating mechanism is a lesson to all in how to design a model locomotive. The standard Lima motor mounted in the fire box drives the rear driver axle by a two stage spur reduction train. The drive is transmitted to the other axles by the side rods. The front driver axle has 3/32" side play so that 15" radius curves can be taken with all wheels flanged. The Walschaerts valve gear is modelled completely. The

leading and trailing trucks are sprung to ensure good tracking.

The electrical pick-up is from one side of the loco to the other side of the tender. The Driving wheels and tender wheels have bronze wipers contacting the axles for better pick-up. The engine-tender coupling is a "wireless" drawbar mounted on the coal tender.

On test the loco handled six Rivarossi Pullmans with ease on a two percent grade. It is a little quick but responds well to pulse power or transistor throttles. It operates easily on 15" radius curves and on Peco track and points. The wheel flanges are too deep for Shinohara track and points. A very handy feature is the diecast metal tender frame that ballasts the tender to a decent amount for safe shunting.

All in all a very good loco and for the price a very good buy. It was used by the SNCF for a freight, passenger and shunting loco, so that it is a good all rounder. As a first engine it would be ideal.

Length over buffers — 81'0" (HO scale).

Wheelbase — 71'6" (HO scale).

Price \$19.95 (full scale)

R.J.T.

## Bachmann HO gauge 42' steel sided gondola with gravel load. Our sample from J. Searle & Sons, 315 Pitt Street, Sydney.

Price \$1.50.

This model comes packaged enclosed in protective foam in a cardboard box with a window side through which the model can be seen. This foam tends to crumble and catch on the model, but this is not a serious defect, since the foam is easily removed with fingers or forceps.

Generally speaking, the detail is excellent, with clear rivet detail, and sick screened printed detailing which is legible right down to the finest sizes. Removing the gravel load (it just lifts out) shows interior details; a rivetted floor and side and corner bracing (but no rivet detail on the sides). On our sample the floor was not level, but with the gravel load this is, of course, unnoticeable.

Looking underneath reveals a well detailed underframe supporting a plank floor (!). Upon further investigation the model is seen to be double floored, with weights located between the floors. The underframe detail was of the same high standard as the body, and is finished in matt black. The weights between the floors give the model a low centre of gravity; our sample righted itself on a flat table after being tipped so that the bottom edge of one side touched the table.

The model is fitted with Delrin bogies, also with detail up to standard, but unsprung. They are fitted with Delrin wheels on metal axles, which conform to RP25, but suffer a slight back-to-back wobble (which doesn't affect running). X2F type couplers are attached to the bogies, with height, etc., correct.

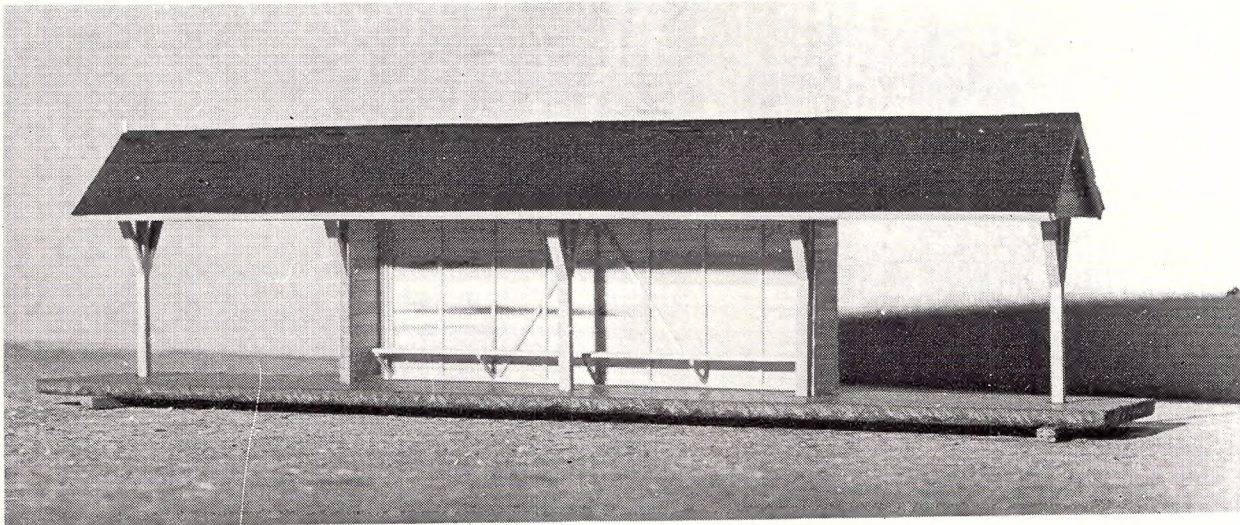
In short, this model is excellent value for the small outlay required.

Philip G. Graham

## ON THE COVER

Western Iron Line motive power line-up includes No. 22, a modified PFM Sakura 0-4-0 B & O Dockside and No. 19, a modified PFM United 2-8-0 AT & SF "1950" class Consolidation. Note the family appearance evident by use of standard details.





**Wayside Passenger Shelter in 'HO' scale manufactured by Pacific Scale Models, Christchurch N.Z. who supplied our sample. \$2.90 in New Zealand.**

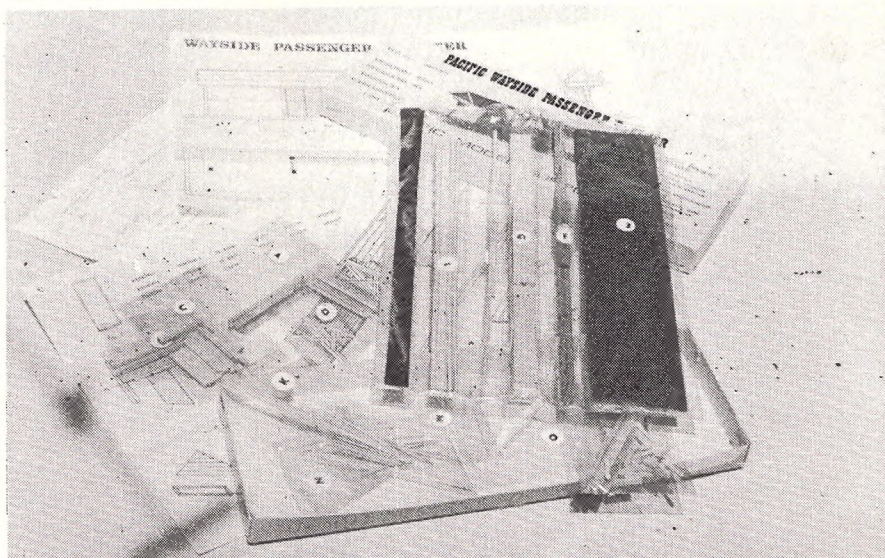
The prototype for this model could be almost anywhere in the world. A high platform variation is provided for which the kit, so the building could be used as anything from an interurban line shelter to additional platform shelter on a major station complex.

As usual with this manufacturer his yellow box opens to reveal small parcels of timber, pre-cut to near length and labelled to make identification with the drawings simple. The shelter itself scales 63' long 12' wide and 16 high from platform to ridge with a 31' long 'seat section'.

Construction was rather straight forward, although care must be taken to get five identical roof supports. I found the 1/32" square frame pieces to be rather ragged and all needed squaring off. I did this after glueing the outer sheathing to them thus making for a neater job anyway. I also used some spare 1/32" square timber to make two diagonal braces on the back wall. The roofing surface material appears to be black photographic wrapping paper to represent a tar-paper surface. Care must be taken to get glue quantities just right when sticking the paper down, too little and it will peel off, too much and you will have glue everywhere. I found it took just a little more than I had anticipated. The ridgeline strip had a bad habit of trying to flatten out, however a bit of quick and careful manipulation soon fixed that and I had a most acceptable addition to my structure collection.

I built this structure to be fitted to an already existing high level platform, therefore I used the supplied hardboard platform surface as a jig to cut out the postholes.

K.J.R.



**ATHEARN THRALL 8-DOOR' 86 FOOT HI-CUBE BOX CAR. Price \$7.95.**

These whoppers have come into use in the last few years to carry very light, bulky commodities, such as car body pressings and Kellogg's rice rubbles. This particular car is the biggest piece of rolling stock you can buy. It measures 17 feet in height, 10'3" wide and 86'11" long over the body. It dwarfs an 85'0" Pullman car or a 40 foot box car. The car is the standard Athearn box car except for the couplings mounting. The coupling is carried on an arm that pivots about the bogie centre and is between the underframe and the floor. Two ligs on the arm contact the bogie bolster so that it turns with the bogie. This means that any bogie to SCMRA standards can be used in place of the standard Athearn roller bearing bogie. The kit comes with hook-horn couplers but Kadec or Tenshoda can easily be fitted in their place.

The bogies supplied rolled freely but the car is vastly underweight for its size. Better operation can be obtained if the car is weighted to 7 to 9 ounces. The car can be

operated on 18" radius curves and short points. Its excess height can play havoc with tunnels, bridges and signal gantries. So you, like the prototype railways, may have to put restrictions on its operations.

This is a most spectacular example of modern railway equipment but seems rather expensive when compared to the full length passenger cars available. The car is available in a variety of road names and in a four door version.

R.J.T.

#### **TENDERS INVITED**

Em-CE models wishes to sell plant and equipment for the manufacturing of model railway construction kits.

Manufacturing technique protected by patent. All enquiries treated in strict confidence.

Contact:

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Adelaide, S.A.  
Ph. (082)23-5069



# AUSTRAL

*recommend* **PROTOTYPE**

**N GAUGE NEWS** has a lot of helpful hints on this scale, plus pricelists of the wide range in stock. Send 12¢ for sample copy.

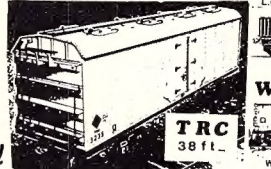
The issue now in hand charts suggested standards and clearances.

**IN HO** Always a full range of **SENTINAL** Australian items, and all A.M.C. Co lines. Brass locos in HO, HO<sub>16</sub> on hand. **ILLUSTRATED LISTS** HO-25¢ O-10¢ N-25¢

BOGIE VEHICLES (without trucks) \$4.50 ea. (unpainted)  
M.L.V./ml Milk Louvre Van. A twin version kit with two roofs.  
Interstate



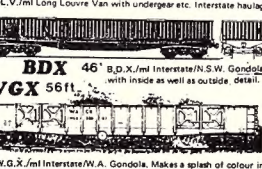
T.R.C./ml Top Bunker Refrigerator Car with Rivet and other details. Interstate. Silver or Dark Grey.



**LLV & GLV**



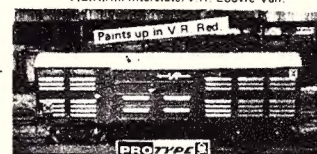
L.L.V./ml Long Louvre Van with undergear etc. Interstate haulage



W.D.X./ml Interstate/W.A. Gondola. Makes a splash of colour in Golden Yellow.

**VLX 40 ft.**

V.L.X./ml Interstate/V.R. Louvre Van.



**SHG & BHG 30 ft.**



GUARDS VAN \$4.50 (unpainted)

all popular brands  
complete N scale coverage  
brass locos

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BOOSTER. SCR PUBLICATIONS DECEMBER, 1971.

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Many of our SCMRA members have requested that the original BOOSTER be continued, and The Council has endeavoured to maintain its existence, even though it is not possible to produce it for each edition of the AMRM.

The Council extends to all members a MERRY XMAS and A HAPPY NEW YEAR. We hope that for those who desire to model Australian prototype, will be pleased by the efforts of many of the equipment producers, now on the Australian market.

It must be remembered, that 10 years ago there was very little local prototype on the market and for those who desired to model them, this meant they had to make everything. Today, thanks to this Organisation's efforts, things are easier, and we hope that as time goes by, will get better. To assist our members, the Council intends to enlarge the printing of STANDARDS and DATA SHEETS and we hope to produce in time, an Edition complete with all information for each State of Australia and New Zealand.

Remember, to produce this information as Data Sheets, we require details, measurements, photos, location, use and perhaps dates. When a member notes something of interest, the above details enable us to produce the information for all to use. Good glossy photos, black & white help.

Now, 1972 - being an even year - the election of the Council and your Vice-Presidents takes place. Each Division can nominate members for these positions. Committee for the Division, and Councillors for the main body. The financial year terminates on 28th February. Nominations for Council and Committee and Vice-President, are to be received by the Secretary SCMRA, by April 18th, 1972. Ballot papers are then sent out, and these must be returned by 30th June, 1972. The members elected to the Council, then decide who will be the Office Bearers for the next two years.

For the Eastern Division, John Bevan has been the Vice-President, and as he is involved with the printing of the AMRM, desires that someone else be nominated for the Division.

The Council extends to all Vice-Presidents a sincere appreciation for their efforts during the last two years, and we hope that the Division members have obtained many benefits.

Remember, the Council does not place any prohibition on any type, size, gauge, scale or prototype, so long as the member is happy and furthermore desires technical information for his particular lay-out.

Be happy for 1972 and help your Council.

With BEST WISHES for a MERRY XMAS & a HAPPY & PROSPEROUS  
NEW YEAR.

from your Council and Division  
Committee Members.

~~~~~

EASTERN DIVISION meeting --- 15th January, 1972.

at the residence of Alan Johnston,

33 Binburra Avenue, ST. IVES. N.S.W.



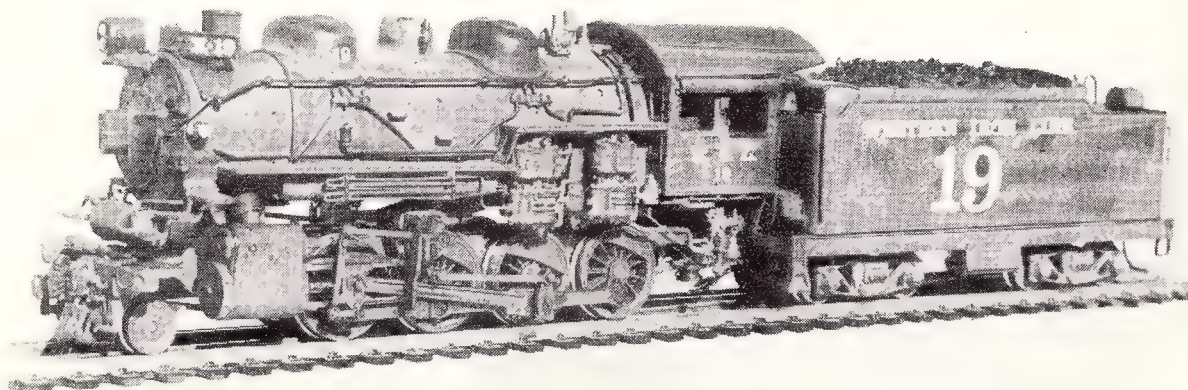
THE HISTORY OF THE UNITED STATES

The history of the United States is a story of growth and change. It begins with the first settlers who came to the Americas in search of a new life. These early pioneers faced many hardships, but they persevered and built a new society. Over time, the United States grew from a small colony into a powerful nation. It fought wars, both against foreign powers and its own citizens, but it always emerged stronger and more united. The United States has always been a land of opportunity, where anyone can achieve their dreams. It is a land of freedom, where everyone has the right to speak their mind and follow their conscience. The history of the United States is a testament to the power of the human spirit and the ability of a people to overcome adversity. It is a story of hope and progress, of a nation that is always moving forward.



# THE WESTERN IRON LINE

BY PHILIP G. GRAHAM



Western Iron Line 2-8-0 No. 19 has as its ancestry a PFM "1950" class Santa Fe consolidation. Following purchase by WIL from an AT & SF subsidiary road, a number of shoppings has resulted in a loco with WIL standard fittings.

Photographs by Philip G. Graham.

I wonder how many model railroaders were (or are) stuck with the same problems as the author? Over the years, I had developed a great liking for American prototype, however I was also a very keen follower of the local scene here in Australia. After some years of "armchair" modelling following the disposal of my original Marklin equipment, I was finally faced with the problem of deciding which sphere of operations I would model — local or Yankee. Up till recently, the two were prototypically incompatible being separated by some thousands of miles of rather wet water. It would look a bit absurd to see an SD45 trundling down the main line trailing a dozen assorted VLX's and BDX's with a bay-window caboose dragging up at the rear. So I was in a quandry, for I wanted to model both phrases, and space limitations of the average layout, dictated that it would be economically not feasible to run two separate layouts (or a layout and a pike?) each covering the two different operations, which would be the obvious solution. And as I was against mixing the two if there is no possible prototype operation I was well and truly stuck.

Then on the prototype scene, things started to happen, and by 1965 an opening appeared which could solve my previous reluctance to mix the two. Western Australia was the key, for two new developments in this State have enabled the

"Western Iron Line" (WIL) to become a reality. The first was the national Standard Gauge Network, with the WA Standardization which began to show fruit about this time with the rapidly expanding SG lines of the Western Australian Government Railways. Then the development in the Pilbara region of north western Western Australia was the deciding factor, for in 1965 Yankee big-time railroading (with a capital "R") came to Australia with the appearance of Hamersley Iron and then later Mount Newman Mining, and now Robe River Mining. Here was the very action that I had admired in American railroading, right here in Australia, for these three mining railroads are built to AAR (Association of American Railroads) standards with big Alco 173-ton 2750hp and 3600hp diesels (genuine US domestic units), big heavy-duty 100-ton ore cars and super high capacity track, "high iron" in the true sense of the term (Code 125?), in fact big EVERYTHING!!!

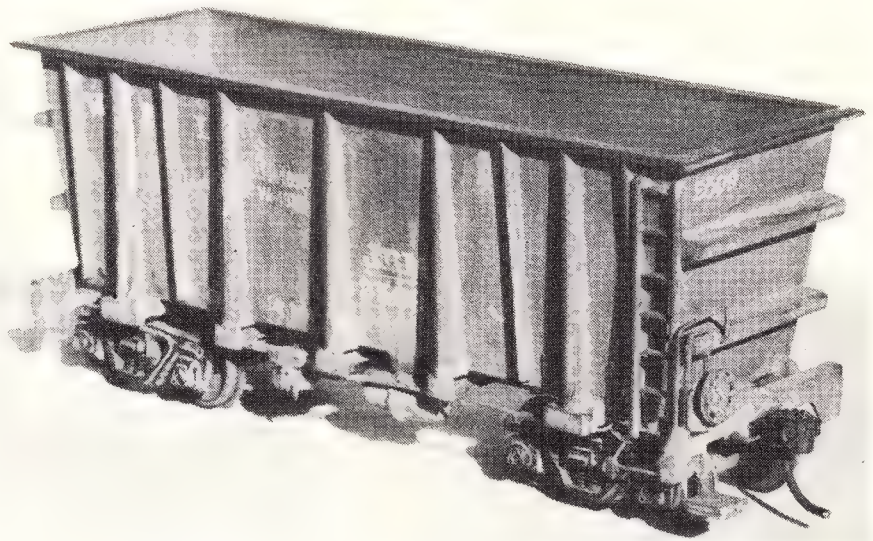
This then set me thinking, if big-time Yankee railroading is in the north of WA and the national standard gauge has stretched from Kalgoorlie to Perth, then the phenomenal growth rate of industry and mining around Dampier and Port Hedland, will eventually warrant extension to the WAGR standard gauge system to this area. Here then was my opinion to operate both local and Yankee prototype. I feel that such

a standard gauge line will, in fact come into being and I have merely brought forward the date into operation of such a line, by exercising modeler's licence. I know everybody has heard of poetic licence, why not modeler's licence? Well, I actually went a little bit further in exercising this, due to the fact that I wanted to operate steam power as well as the obvious diesel operation, and as the WA iron ore roads didn't come into operation until the mid 60's well in the diesel era, I had to stretch the facts a little. The story goes something like this:

"Following the discovery of vast deposits of commercial iron ore in the Pilbara region of north western Western Australia in 1932, the Australian Government decided to encourage the export of the raw ore, in order to help the ailing economy of the country at this time, badly-needed revenue would be forthcoming from the royalties on the ore which was in demand owing to world shortage then being experienced. A licence was duly granted to a Joint US—Australian mining venture, Austral-American Steep Corp. and a 150 mile railroad was built by the subsidiary company Western Iron Line. The WIL was influenced heavily by the American side of the company, and this was



reflected in the motive power policy, with the first arrivals being some secondhand 2-8-0's from AT & SF for the construction of the road, being the forerunners a long line of Mikados, Mountains, Berkshires and Northern's from the erecting halls of Baldwin, Alco and Lima (Shades of SAR's Mr. Webb). Oh, the Australians had their say too, with the fact that some very heavy Garratts turned up from Manchester, but that Yankee influence led to some rather exceptionall heavy 4-8-4+4-9-4 and 2-10-2+2-10-2 Garratts coming from Alco in the post-war years. Garratts from Alco? Yes, more about that anon. The second world war proved the wise move, in setting up the ore exports, for a phenomenal tonnage was shifted over the road for shipping to Great Britain, Australia's eastern seaboard and to the United States, throughout these troubled years contributing in no small way to the total war effort. With the coming of peacetime, large tonnages started to go to Japan in the mid '50's, and the monopoly of the WIL was eventually broken with the appearance of other big ore roads such as HI and Mt. Newman and the inevitable introduction of diesel traction. One of the conditions of granting export licences to these big firms, is that there is the eventual establishment of an integrated iron and steel complex in the north using locally mined ore as part of the overall decentralization policy. Duly, by the the mid '70's, the first of many blast furnaces was in operation, and it was time for a rail linkup with the rest of the Australian rail network. The WAGR's Standard Gauge network, by this time encompassed Northam to Mount Jackson in the northeast built for another iron ore deposit (Author's Note: this is actually under consideration currently by WAGR and the State Government) and this line was extended northwards to link up with the WIL, over which trackage rights were granted to allow WAGR access to Port Hedland. WAGR also initiated a coastal connection between all the private ore roads from BHP at Cape Preston in the East to Entinel Mining at Cape Keraudren in



Western Iron Line JBM 2509 iron ore jenny is petterened after a Hammersley Iron "300" series car. The 35 ft jenny is built up of miniature 3-ply and North-Eastern scale lumber, has full brake rigging and is weathered a realistic rusty ore colour.

the West. Although WAGR's ROA (Railways of Australia) loading guage currently prohibits use of WIL's AAR rolling stock south of Mount Jackson, WIL have interchange ROA rolling stock also, which is capable of travel over all the State Systems throughout, and also operate brakevans etc. in pool service with WAGR to Kewdale and West Kalgoorlie."

For those readers who are just a little sceptical about how far I have stretched the facts, I refer them to the following information, further details of which can be gleaned from issues of "RAILWAY TRANSPORTATION" magazine and the financial pages of most Australian newspapers over the past ten years:

Proposals for the extension of the present WAGR standard gauge system include the following lines:- Northam to Mount Jackson north to Koolyanobing (iron ore and wheat), Northam to Lake Grace area (wheat-replacing three narrow gauge lines), Kalgoorlie (Coolgardie) to Esperance (nickel), and Kalgoorlie to

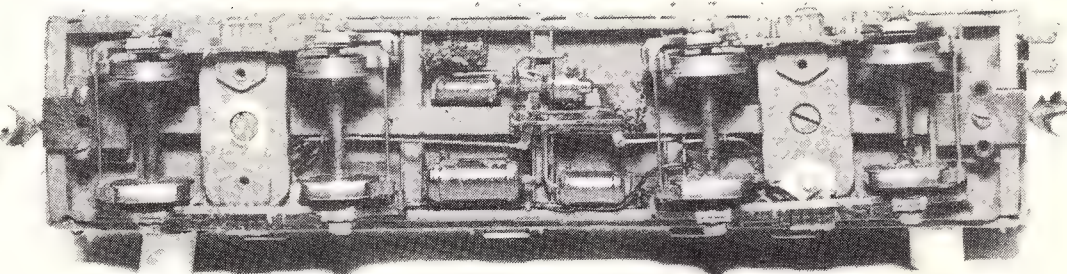
Neonora (nickel).

Private AAR iron ore lines proposed or currently operating include:-Hammersley Iron from Dampier to Mount Tom Price and Paraburdoo, Mount Newman Mining from Port Hedland to Mount Goldsworthy, Robe River (Cliffs - WA) from Cape Lambert to Wittenoom, BHP from Cape Preston to Deepdale, and also Sentinel Mining (Daniel K. Ludwig Shipping) from Cape Keraudren to south of the DeGrey River. Seven private roads in the West!

The moulding together of these two important developments has enabled me to include all sorts of interesting operation without actually deviating too unrealistically from the prototype operation. Consider some of these points:

#### STEAM OPERATION

Steam operation in the northwest is difficult but not impossible in this waterless region. WIL uses desalinated sea water (as does Hamersley Iron at



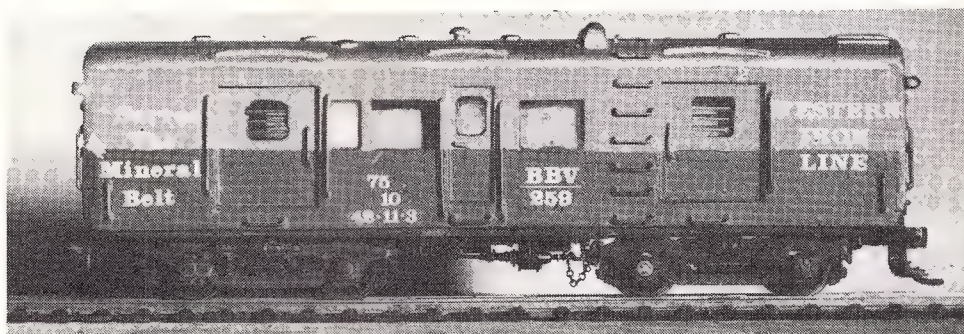
Often left off many otherwise excellent models, full underbody detail adds to the realism of most rolling stock, because it can be seen from the side. Another added detail often missed are the brake shoes.



Dampier) and huge bogie water gins behind steam power. (Commonwealth Railways' "C" class 4-6-0's trailed giant tenders owing to lack of water en route.)

Running a freeland steam road as well, allows for family appearance in locomotives, a little bit of super detailing of commercial prototypes which take your fancy can be done, to make them all conform. WIL locomotives for example all have: Cal-Scale cast steel pilots, twin compound air pumps, UP/SP-type number boards, sealed-beam headlights, "Mars" gyrating warning lights centre-mounted, Pyle marker lights in standard positions, same cabs, etc. (Australian power out of the same mould, classic example is NSWGR and VR steam).

Also I have always had leanings towards Beyer-Garratts, and I have often wondered what a really big standard gauge garratt, along the lines of an American mallet articulated would be like. The NSWGR "60", although the largest locomotive to run in the Southern Hemisphere, is really only a rather small branch-line too compared with the likes of a "Big Boy" simple articulated! So the WIL shops are constructing a 4-8-4+4-8-4 as it might of been built by Alco, who in actual fact did hold the North American licence from Beyer-Peacock to build US Garratts, although unfortunately, none were ever built. With the giant diesels being used on Pilbara ore roads at present, then the steam era would surely have warranted giant equivalents, similar to a super-garratt!



NSWGR "FHG" and a SAR "8300" utilising the Sentinel "MHG" van kit parts, roof, two corrugated ends and roof ventilators. It also contains a full CalScale Pass brake rigging kit, rides on Central Valley roller-bearing Pass bogies, and is fully lit. Colour scheme is two-tone Blue from Floquil. Operates in interchange service over WAGR and WIL.



Western Iron Line "BVB" class brakevan is an Athearn SP by window caboose and operates on iron ore trains and internal WIL services, but is prohibited south of Mount Jackson on WAGR tracks owing to excess width across the bay window projections.

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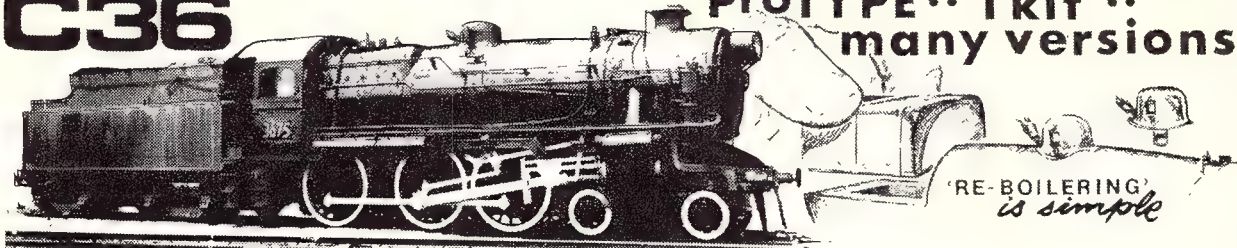


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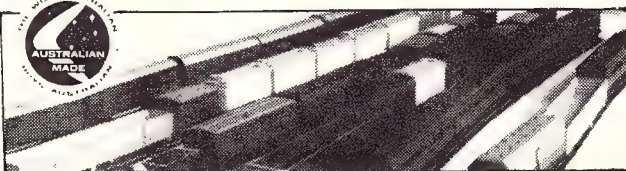
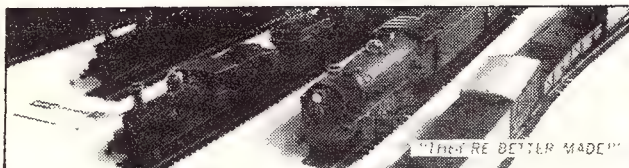


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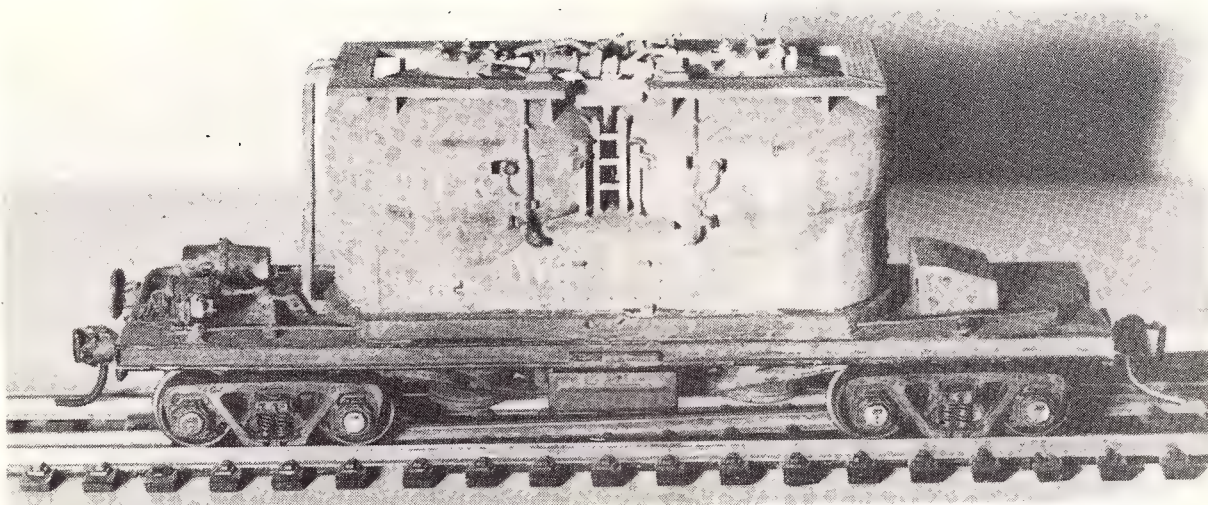
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Western Iron Line PDB  
Pressure discharge cement wagon is a hybrid with Airfix "Presflo" body riding on a modified Marklin chassis.

#### OPERATIONAL LIMITATIONS AND TRAFFIC

Mixing AAR and ROA rolling stock has its precautions to be observed nevertheless, i.e.:-

Rolling stock of the Pilbara ore roads which is built to AAR loading gauge (from 16 to 17 ft. 6 ins. in height and 10 ft. 9 ins. wide) is prohibited south of Mount Jackson unless it conforms with the standard ROA loading gauge (maximum 14 ft. in height and 9 ft. 9 ins. wide) and axle loading (23½ tons on WAGR and 20 tons Com-Rails and other Eastern Systems).

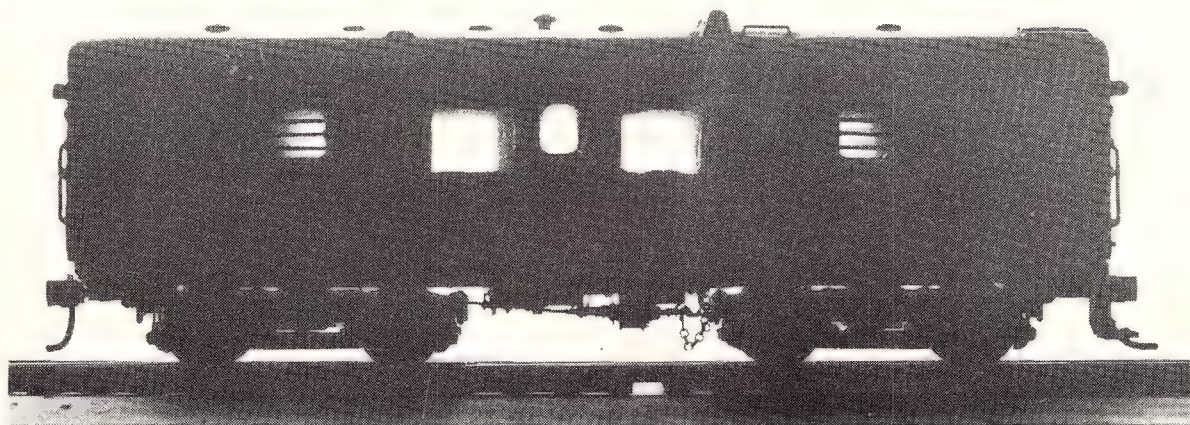
When ROA rolling stock (with the exception of WAGR standard gauge "W" series which does conform to AAR standards) is running over WIL

or any of the Pilbara ore roads, it must always be coupled at the rear of Pilbara AAR stock, owing to inadequate draft gear strength (pulled couplers will result from trailing more than 3000 tons behind most ROA wagons).

Some of the traffic generated by the WAGR connection to the north would be: BHP shipping ore from Deepdale and Mount Newman to Kwinana (similar to current Koolyanobbing to Kwinana traffic at present). Coal from the eastern states to the Dampier/Port Hedland steel complex, in turn leading to pig iron and steel back East. And of course the vast amount of general traffic sure

to be present.

Well then, this is my concept of what could happen in the near future on the prototype, and what is happening now in HO scale. I hope the foregoing ramblings have proved to you, that it will not be very long before WAGR "L" class Clyde diesel and NSWGR "JLX" van pose beside a Mount Newman General Motors F7A cab unit at Port Hedland. If you are interested in building a similar road, then I am sure that being modellers with fertile imaginations (and to be a modeller you have to have this), you will be able to overcome any problem that confronts you, while still not actually deviating too much from prototype practises, as I have been able to do.



NSWGR "FHG" No? SAR "8300"? No, No! WAGR "WBA"? Nah! What the . . . ?  
Fooled Hah? Actually it is a Western Iron Line Intersystem "BBV" class brakevan.  
(Silhouette shot taken by bouncing electronic flash off light background.)



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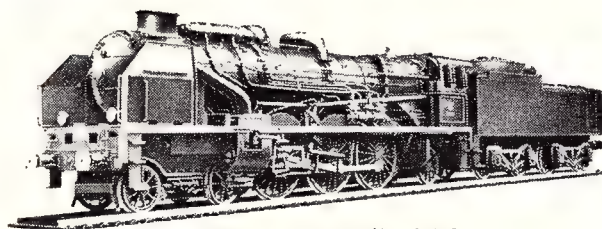


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|------|---------------|------|
| 6302 | 6 Fir trees   | 1.30 |
| 6310 | 4 Pine trees  | 1.40 |
| 6312 | 3 Pine trees  | 1.50 |
| 6314 | 3 Pine trees  | 1.55 |
| 6320 | 3 Larch trees | 1.55 |

|      |                       |      |
|------|-----------------------|------|
| 6330 | Trees                 | 2.05 |
| 6332 | 3 Broadleaf trees     | 2.15 |
| 8111 | Apartment house       | 2.85 |
| 4103 | Tunnel Portal, single | 1.15 |
| 4105 | Tunnel portal, double | 1.30 |

## MODEL RAILWAY NEWSLETTER

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1336 S.N.C.F. Pacific 4-6-2

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# STANDARD GAUGE IN WESTERN AUSTRALIA

as envisaged in the late 1970's

Western Aust. Gov't Rlys and  
current/proposed ore lines — Std.  
Gauge

Western Iron and WAGR Joint  
Trackage — Std. Gauge

New WAGR Northern Main —  
Std. Gauge



WAGR — Western Australian  
Government Railways

CR — Commonwealth Railways

BHP — Broken Hill Pty. Ltd.

RRM — Robe River Mining

HI — Hammersley Iron

TGS-HW — Texas Gulf Sulphur/Han  
Wright

WIL — Western Iron Line

Mt. NM — Mount Newman Mining

Mt. G. — Mount Goldsworthy

SM — Sentinel Mining ( D.K. Ludwig)

All Standard Gauge Lines shown

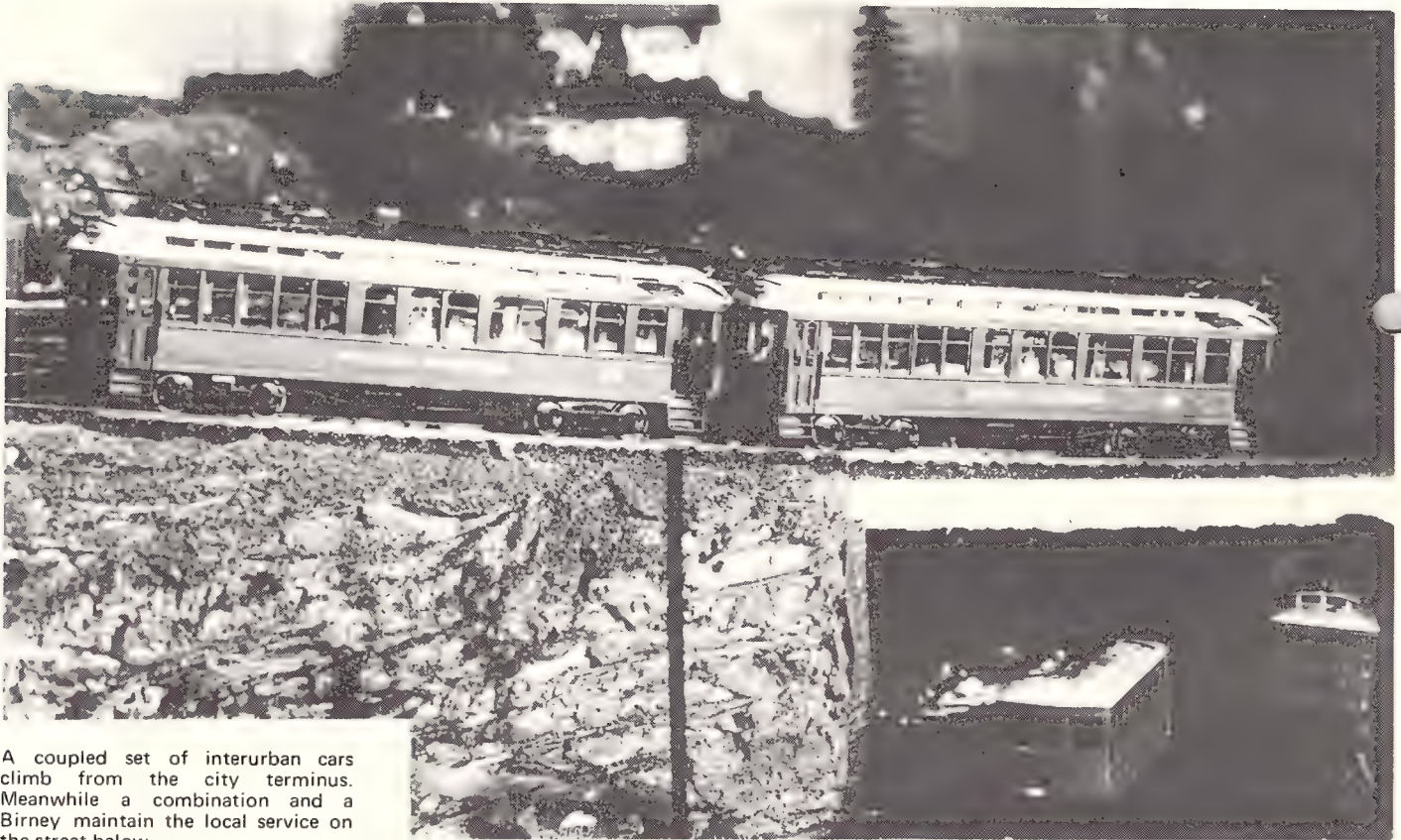
For simplicity 3'-6" narrow gauge  
existing is deleted from the map.

NOT TO SCALE

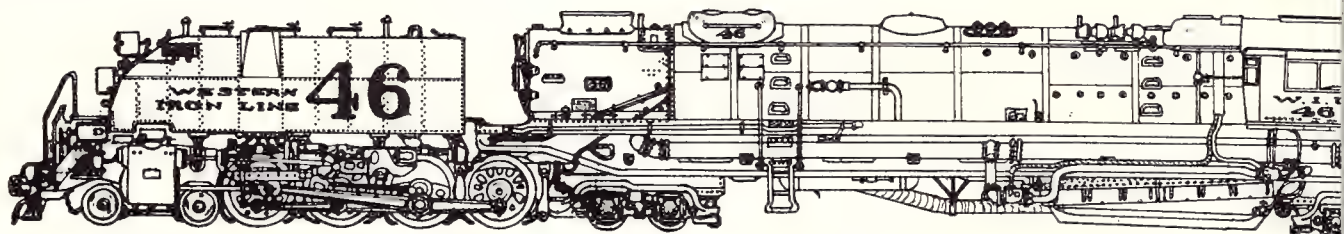
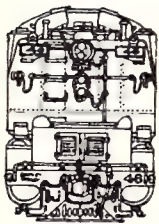


# 3 IN 1 EXHIBITION LAYOUT

BY GRAEME BREYDON



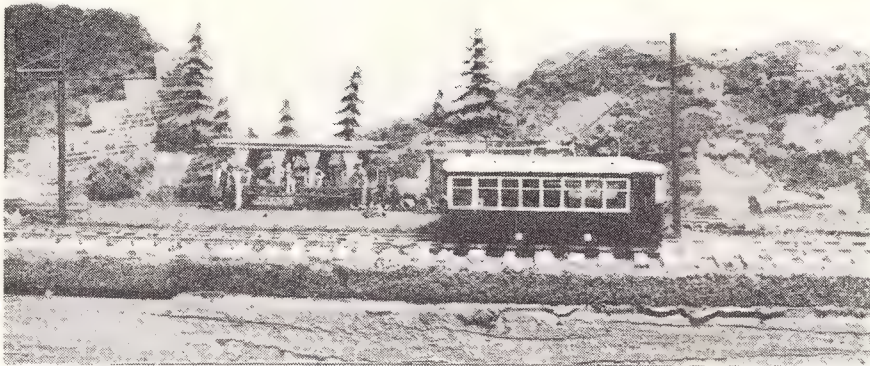
A coupled set of interurban cars climb from the city terminus. Meanwhile a combination and a Birney maintain the local service on the street below.



WESTERN IRON LINE GARRATT No 46

Build  
Under  
Base

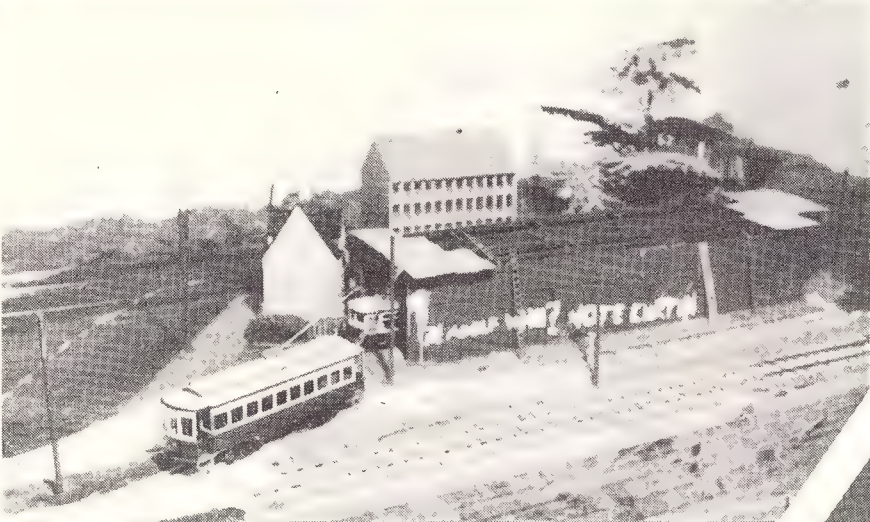




I have only had three main layouts. The first two were typical Triang systems and have long gone, but the third is somewhat like the axe that has had three new heads and two new handles.

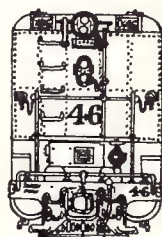
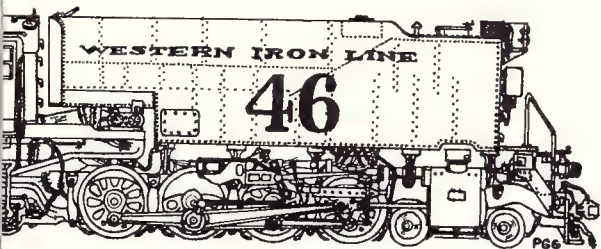
The object of this third system was to enable the operation of HO streetcars, HO $\frac{1}{2}$  vehicles and several interurban cars for exhibition purposes with minimum power. The main baseboard, 6 ft. x 2 ft. contained a double oval for tramcars, a 6 ft. by 10 in. interurban board extended from this and terminated in hidden sidings on a 3 ft. by 1 ft. board (see fig. 1). Bi-metal switches enabled two city cars to run unsupervised, pausing at the tram stops while the interurban was semi-automatic also. (See "The Auto-shuttle" in Nov/Dec 1969 of AMRM.) This was to enable the operator to concentrate on the narrow-gauge line which ran along the rear

The small halt prior to replacement of the hand laid track. The overhead is decorative only as the system is 2-rail throughout.



The main baseboard as displayed in 1970. The 'repairs' being carried out to the depot roof made it easy to extract cars stuck at the back.

Another view taken during construction. In the foreground the trams swing into the tunnel but the observer sees the rails continuing along the street to the baseboard edge at the bottom of the picture.



52 by Alco. Schenectady N.Y. USA  
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Approx half HO Scale



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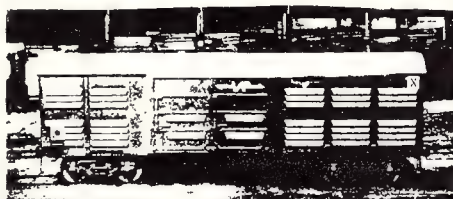
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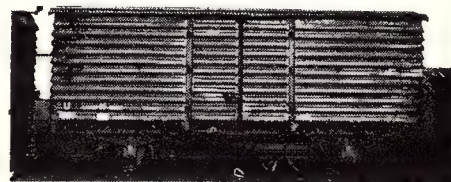
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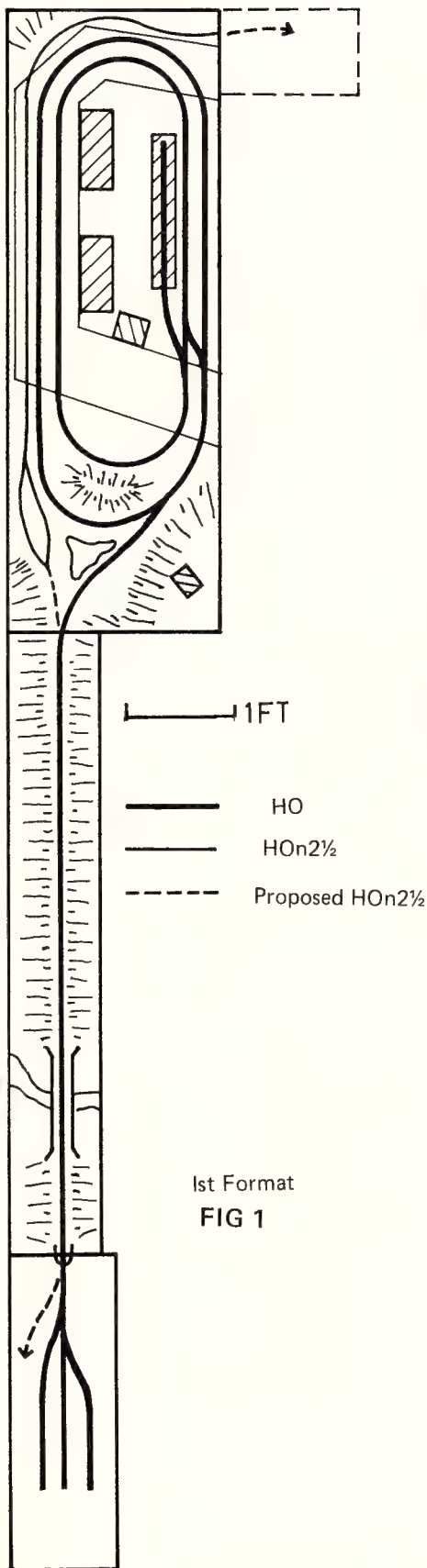
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of the main board. It was planned to have dual-gauge operation along the 6 ft. by 10 in. board to the hidden sidings and to construct a NG terminus on a new board. However, this was amended to parallel tracks for the HO and HOn2½. It was in this form (with the NG line finished) that the layout was displayed at the 1970 exhibition by the Tramway Museum Society of Victoria. Shortly after this event the hidden sidings were built and became a small station and car barn.

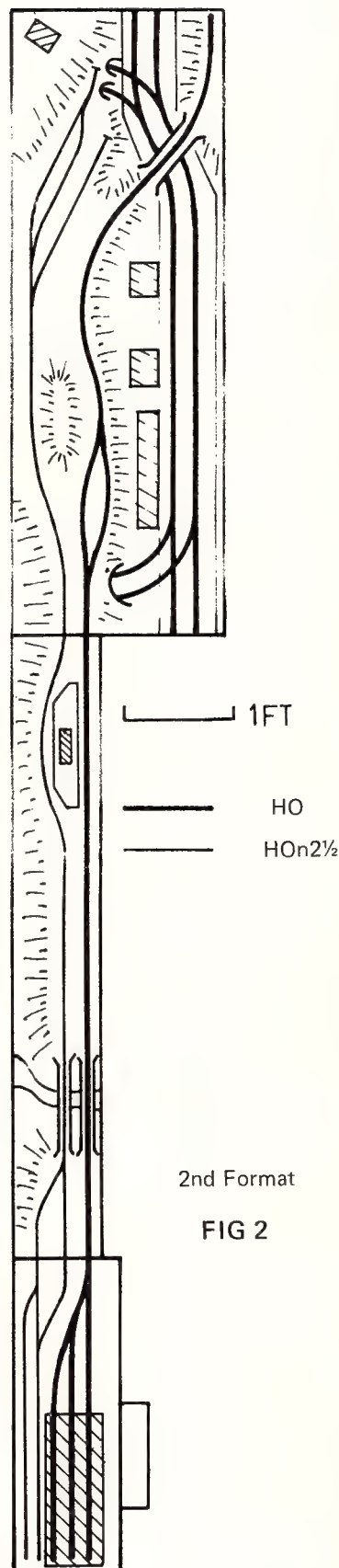
The week of intensive exhibition running revealed many faults and this coupled with the prospect of further displays resulted in a decision to re-build the 6 ft. by 2 ft. board. The new (and present) format was revealed at the 1971 Tramway Museum Society display in March (but still with the NG line unfinished). The main board is now a split-level job with a double-track street tramway (in reality two ovals once more) with dummy points at each end so that although the cars curve into tunnels, trackwork does extend to each end of the board. The upper level contains one end of the narrow-gauge line and the interurban which now has half-way passing loop.

At the other end the hidden sidings have been altered to provide an interurban depot and this is a good point to start a journey over the system. Both the interurban and narrow-gauge are carried across a valley on bridges upon leaving the car barn area, (the baseboard is cut below datum at this point) and continue through hilly country to a small hut. Just past this platform is the standard gauge passing loop and here the narrow-gauge swings into a cutting, beyond which is a small terminus overlooked by a mill, with a working water wheel, on the nearby hillside. Below the interurban loop is a tunnel mouth for the twin-tracked tramway which swings into a street, and the interurban, at a higher level, gently curves behind the row of buildings then across the street on a short bridge terminating at the edge of the board. The tramway runs under the bridge into the valley formed between the NG terminus and that of the electric line then burrows under the station.

All standard gauge trackwork is now Peco Streamline, covering all traces of the hand laid sections used at first, while on the small railway all but a few inches are laid with "Minitrains" which I find useful despite its N scale sleepers (which are mostly hidden by ballast) because the flexible lengths hold shape during laying instead of straightening out. Eggerbahn NG uncoupling sections are used at both termini.

Except for the car barn, all buildings are kits which are bedded into the scenery to prevent light from peeping through the foundations. They are at present all unlit but working street lamps have been installed. All scenery is built up with scraps of polystyrene foam cut to shape, with a thin coat of plaster for strength and to prevent pain from dissolving the foam. All dyed sawdust is stuck on with paint so that if it comes off bare plaster does not show. The "water" at the bottom of the valley is crinkled cooking foil which is most realistic when used for a fast flowing stream and the real stuff turns the water wheel.

The layout is self-contained, with bolt on legs and (most important for exhibitions) curtains. Overall length is 15 feet.

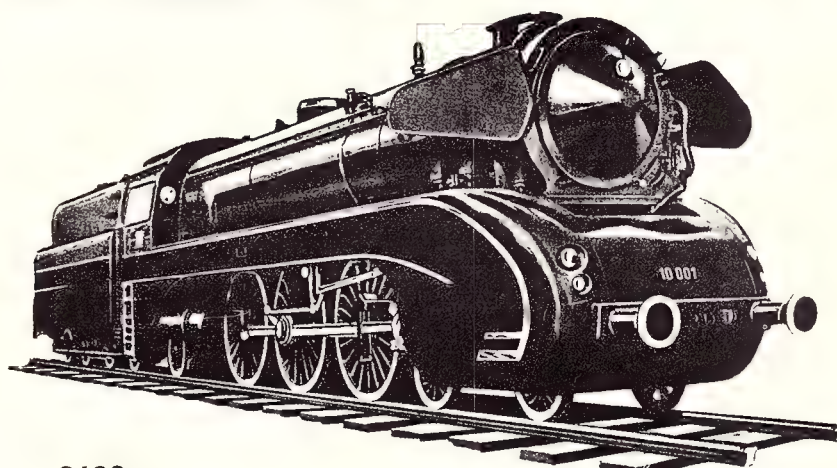




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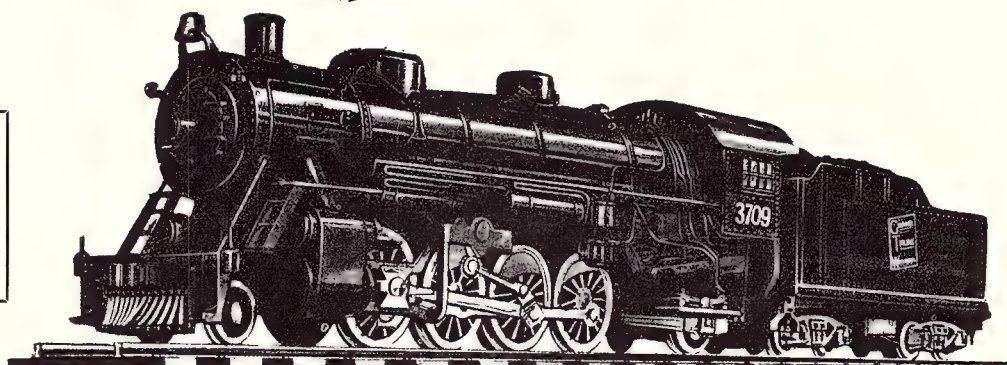
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| 4014 EMD SW1500 Calf, Union Pacific (also 4011 Santa Fe)  | 5.95    |                                                                                                                            |       | 2191 Italian Fiat 8-wh Diesel, 90mm                               | 9.95  |
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# POINT MOTOR POWER SUPPLY

BY RON SOLLY

Reading Bill Rixon's article about route-setting (Sept/Oct 71 issue of AMRM), stirred the memory box about a fellow modeller friend who was constantly welding together his push-buttons which operated the point motors. He then "borrowed" the Capacitor Discharge (CD) Method from others and in due course, I "borrowed" it from him.

Why use Capacitor Discharge? Well, the average point motor is 4.5 ohms resistance which on a 16-20 volt supply draws 4 to 5 amps. This large current causes an arc across the push-button contacts on releases, causing burning and finally welding together.

The basic principle of CD is to charge a capacitor with voltage, then discharge this stored voltage into the load, in our case, a point motor coil. Heavy current will flow at first, gradually reducing to near zero, thus reducing arcing at push-button contacts. In the two drawings, the current in Fig. 1 will be ½ amp and in Fig. 2 it will be about 5 milliamps.

My first version of CD is shown in Fig. 1. The diodes SC1-4 rectify the 25 v.AC and charge capacitor C1 via the resistor R1 and lamp LP1. When a point motor is connected across (A) and (B), the voltage stored in C1 operates the motor. When C1 is discharged, R1 and LP1 provide a reduced current, just under ½ amp. When push-button is released, LP1 flashes to charging current. R1 is required to reduce voltage across LP1 for safety of the globe.

On my control system, 50v is used to operate relays for signals, etc., so eventually Fig. 2 was developed. Common return system must be used for this to function correctly.

With a close look at Fig. 2 it can be seen that Point (C) or (B) is negative with respect to (A) but positive with respect to (D) if (D) is normally higher than (B). Relay CO will not operate due to high resistance of coil. With 10,000 ohms, 45 volts or more will be needed for satisfactory operation.

C1 charges as in Fig. 1 and when push-button is operated, C1 discharges as before. When C1 is fully discharged, the point (A) positive over-rides the negative coming from (E) and allows CO to operate.

CO1 contact breaks charging path and current though push-button reduces to 5mA. Contact CO2 operates a lamp to indicate Point Power Disconnected.

When push-button is released, CO releases to allow C1 to recharge in about ½ to 1 second. The 600 ohm and 0.25 microFarad network across the CO coil is a spark quench, i.e. reduces back developed voltage of releasing CO relay from sparking across push-button contacts. (In fact, all of my relays use this spark quench system.)

SC5 (3 in parallel for current carrying purposes) prevents C1 charging to (D) negative when CO has operated because if C1 does eventually charge (30 seconds or longer) partially, it would tend to hold CO operated for a few seconds.

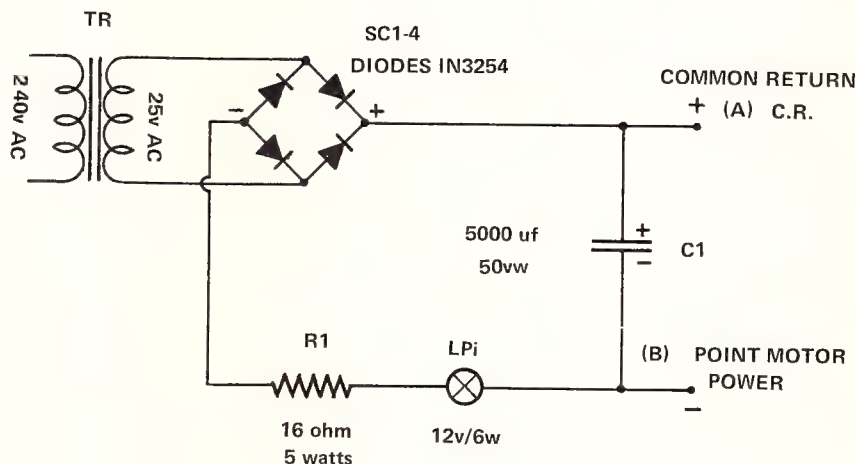


FIG 1

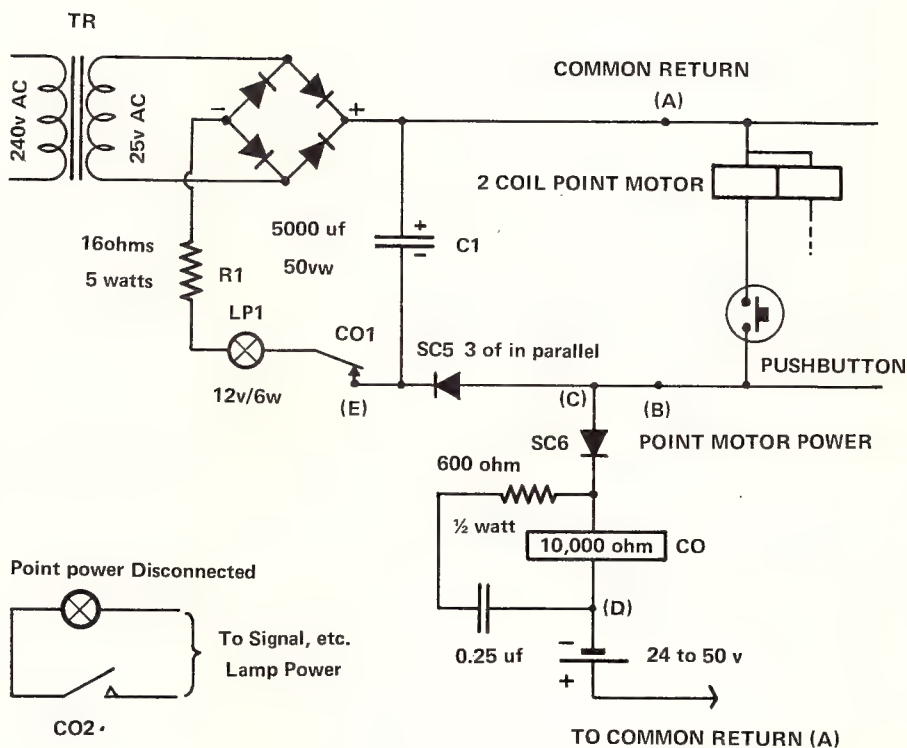


FIG 2

continued on page 29

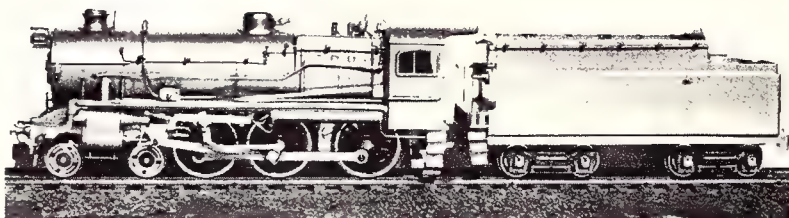


# BERGS HOBBIES

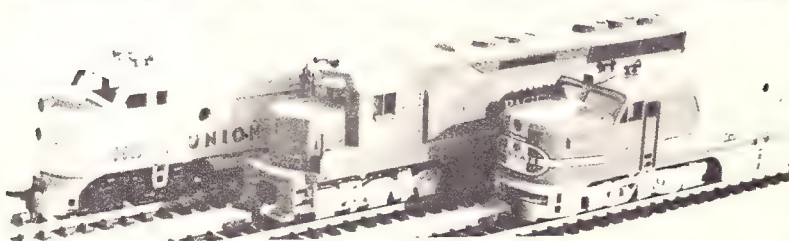
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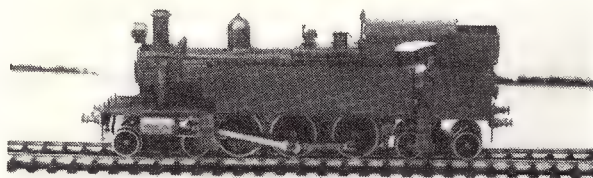
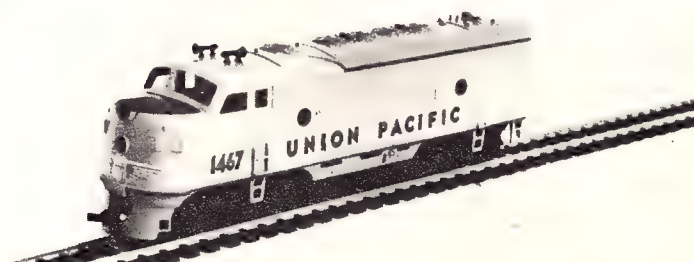
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12 February: Warren McLeod

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### SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION

The members of SARMA extend the compliments of the season to all railway modellers and invite them to attend our general meetings. These are held on the second Wednesday of each month in our club room situated between Mile End station and Railway Terrace.

The first model display restricted to Australian prototype was held during the October meeting and 148 items were on show. Several models proved of great interest. Vic Kollosche had modelled the fish/brake combination van used by the SAR on the Moonta line complete with ice hatches and green body with yellow window frames. The SAR 700 class steel coach was present in both green/cream and maroon/silver colour schemes. Paul Brooks' model of the OAX car transporter built from North Eastern wood was the longest goods vehicle whilst the most numerous was the SAR C class cattle car.

At the September meeting several members gave mini-lectures on model railway subjects. Problems in scratch building coaches and turntables paled before the troubles Mike Church has had to face whilst trying to build a model tramway without spending money like it was going out of style. 'Choose your catenary and pantographs carefully and so avoid soldering troubles' is his advice. John Page displayed several conversions of Hornby, Airfix and Crown wagons to resemble the SAR style and they certainly looked the part with modified bodies and a new paint scheme. Bill Coles showed what could be done with

the Triang clerestory coaches if you swap the couplers, wheels and colour scheme. Fitting a Mansard roof gives a 'dog box' car of typical Australian likeness.

Track laying has begun on the two twelve foot long stations for the new layout. Dave Reece, Pete Fehlberg, Len Redway, Bob Burton and Stan Filsell have designed the stations to suit a club layout yet to be of use at our Exhibition planned for September 1972.

At the October model construction night work began on the SAR 700 class coach. These 62 ft. centre corridor steel coaches will be constructed over the next few months using NE wood for the roof and floor whilst styrene sheeting will be used on the bodywork. Bogie sideframes will be cast in PlastiBond or similar material and the total cost is about \$1.50

### CAIRNS AREA RAILWAYS MODELLERS SOCIETY

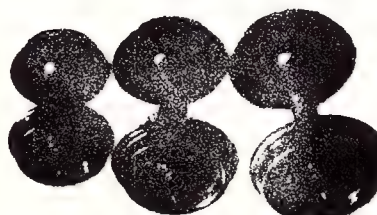
The August and September meetings brought two new members to the Society and brought to light the first stage of commencing a club layout in HO. The first stage is a simple yard siding and lead with electrically operated points, code 100 nickel silver flexible track. Club Foundation member Barry Meynell motivated this activity and interest.

The Society also received a valuable contribution to the library when an old model rail John Scrimgeour contributed several values of 'Railroad Model Craftsman', 'Model Railroader', and 'Trains' magazines. The donation is greatly

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appreciated by Society members as much valuable information is contained in these magazines. John has given up his hobby to 'go chasing rocks'.

The meeting format continues as previously, films followed by discussion and activity. The films have provided a good insight into various aspects of the railway industry that can be duplicated and used in the model field, train control, signalling, scenery and bridge structures, layout designs of yards and trackage in general. The films have been obtained from the National Film Library through the Adult Education Centre at Cairns.

The September films gave a graphic description of how the steam engine works and provided members with some knowledge of the working parts on their models. Another film carried us over the New York Central System showing motive power, workshop, and servicing facilities. An action sequence of a 4-6-4 steam locomotive being turned on a turntable was a memorable sight indeed.

Society meetings are held on the last Wednesday of the month at 7.45 p.m. at the Adult Education Centre, Cairns Railway Station. Visitors are welcome. Secretary, Mrs. W. Jeffreys, c/o P.O. Holloways Beach, via Cairns, Qld. 4870.

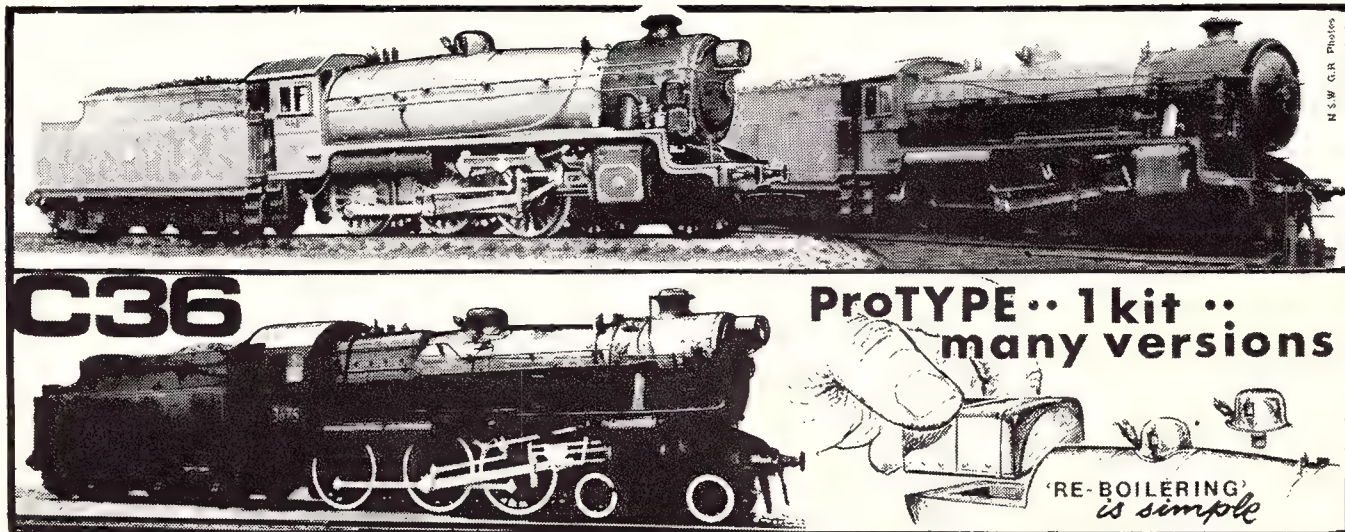
### TRAMWAY MUSEUM SOCIETY OF VICTORIA LTD.

The society is holding a tramway exhibition from 5 to 13 March 1972 at the Tramway Hall, Stanhope, St. Malvern, Victoria.



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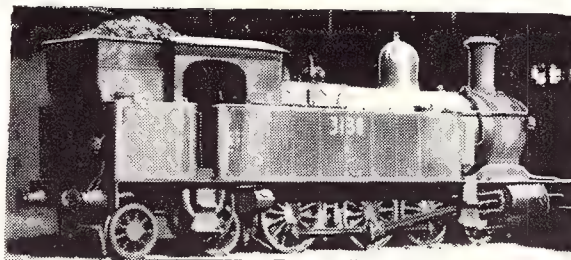


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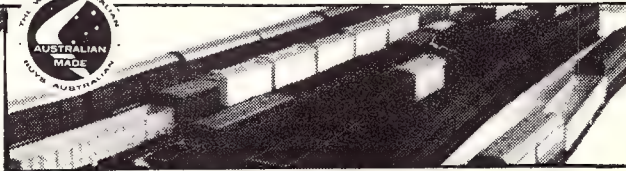
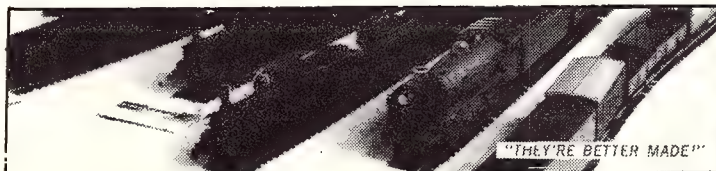
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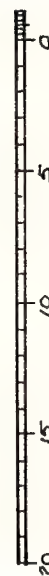
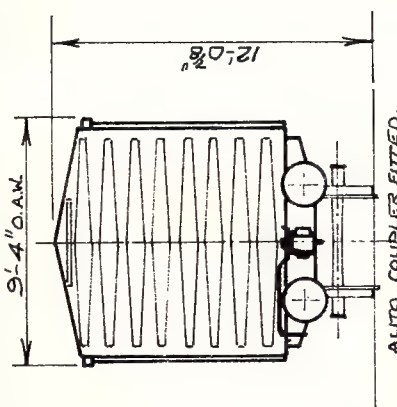
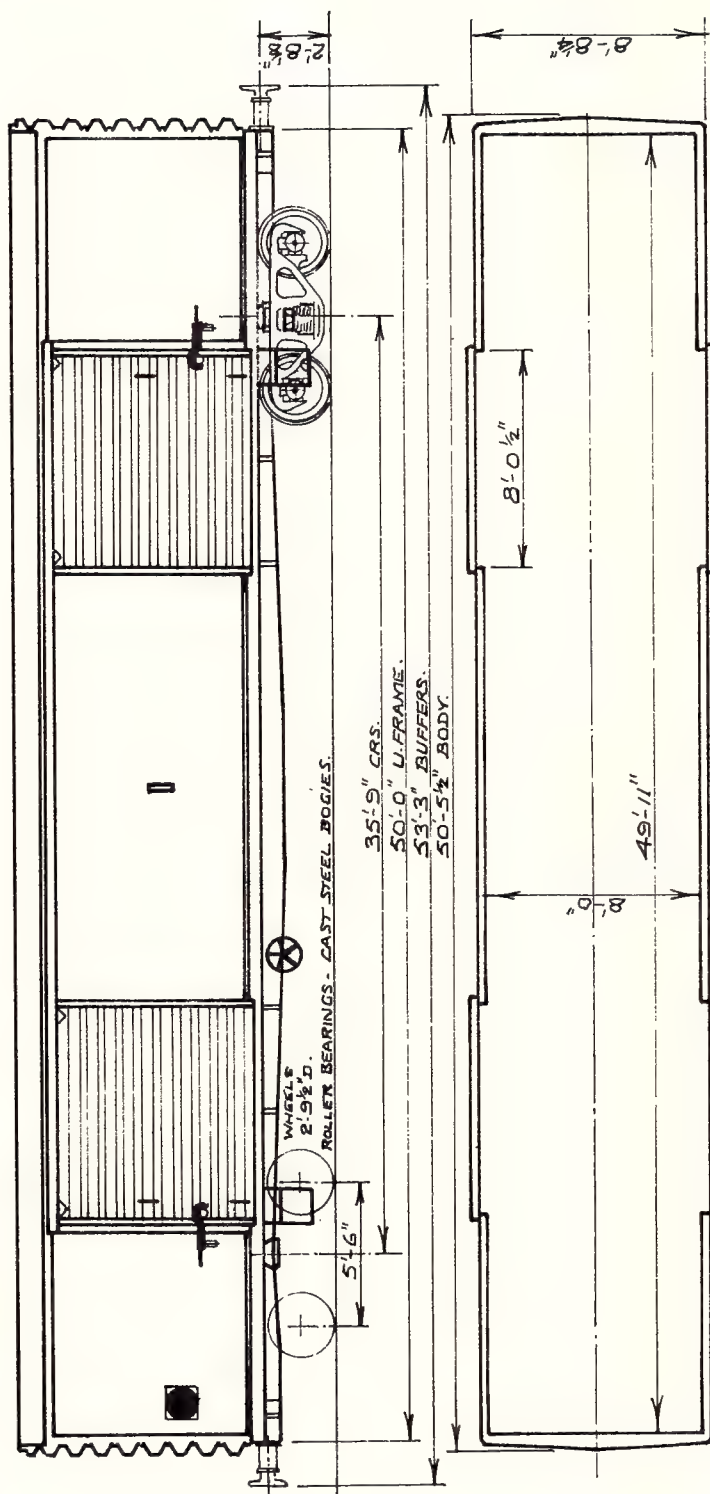
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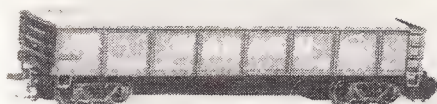
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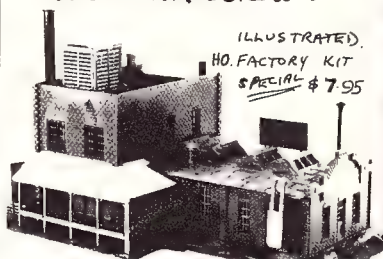
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# mail bag

Sir,

I note with interest, the letter from Mr. M. Curley of Manly, that was published in the Sept/Oct issue of AMRM.

I would like to offer my assistance in Mr. Murley's request for information on the Wolgan Valley Railway, and the works at Newnes. I can be contacted at the Repository of the Australian Railways Historical Society (Wembley House, 841 George Street, Sydney) at most times when the place is open (Mondays and Wednesday evenings and Saturday mornings). Indeed, if there is any one who is interested in this or any other historical aspect of NSW Railways, then I would be only too pleased to help or, more importantly, direct the enquirer to the right place or people for answers to his questions.

There are three comments that I would like to make on the letter published:-

Firstly, the gauge of the line was, of course, stand (4'-8½") gauge and hence normal HO would be suitable on Mr. Murley's model. The rough measurements must have been very rough, or was made at one of the many switches that were sited in the works areas. There are a few references to it as a "narrow gauge" railway but these are quickly proved incorrect by looking at photographs and numerous other sources which state the correct gauge.

The second point is that although there are plans for mining in the area, these are for underground mines and not open-cut; such an operation as an open-cut in that area would require the removal of about 1000 ft. of overburden, most of which is sandstone.

The last point is the comment that the line would be an interesting one to model — I most certainly agree with that point.

Allan Watson,  
Denistone, NSW.

Sir,

As one of those, "hungry for Australian prototype kits" modellers, I feel I must write to complain about the damage certain manufacturers are doing to the local market by producing inferior quality kits. Not so long ago a certain manufacturer marketed a series of kits which could only be termed rubbish.

Admittedly they were very cheap and one should not expect a lot for so little outlay, but I spent about \$2 plus on the postage before tossing this little lot in the rubbish bin.

Next, we have another NSW producer with a range of kits, which although an improvement upon the earlier mentioned product, sold at a somewhat higher price. Some of these kits were I suppose reasonable, but others were inferior. I spent over \$30 on these products before pronouncing them as rubbish also.

The point I am making is that Mr. Average Australian Modeller just cannot go around throwing money away for inferior products. I am sick and tired of manufacturers who insist on marketing kits which are too short, too high, too low, too long, etc. etc.

Now I am not a "rivet counter" as such, but I believe when one follows a particular scale, he should at least get as close as possible to the prototypes dimensions, particularly in length, height and width.

Some producers think because modellers are wanting local prototype kits they will grab at anything. Some of the kits are just junk. Castings are often misaligned, with broken edges, etc. There is no way I will purchase another one of this type of kit.

Mr. Berg marketed a pretty good MRC kit, and also a GRC as I remember. Both were fair quality for the price, yet he seems to have forsaken these.

Mr. Coles in S.A. produced an excellent SAR kit in wood some time ago. Good quality at a fair price, yet he no longer produces. Why? Too early in the market? Wrong prototype? I just cannot understand why modellers by-pass fair quality in favour of junk.

Certainly, there are a number of top quality kits now available from another producer, but they are just too expensive. Still in all, the future of Australian modelling looked great at one stage, but as things are now the only products keeping many in this field are the locos produced by Mr. Berg. Good quality, yet a little pricey.

What can we do about it? I for one am sick of spending hard earned money on inferior products, yet I do not wish to return to those really beaut models of USA prototype. I suppose its back to scratch building and, 'grin and bear it, and perhaps hope that when the SCMRA and/or AMRA gets sharper teeth we may see some changes made.

Ronald K. Aubrey  
Nambour, Qld.

Editor's Note: Unfortunately it seems that if we want the better things then we must pay for them. I have always been amused by modellers who are prepared to spend, say, \$70 on a locomotive and yet winch at paying a couple of dollars for a good rolling stock kit.

Sir,

I have a little information, taken from Mr. Lionel Wiener's book, "Articulated Locomotives", that may assist Mr. Curley in his research into the oil shale railways in New South Wales.

The Wolgan Valley Railway was situated in the Blue Mountains district and connected with the NSWGR at Newnes Junction, 85½ miles from Sydney at an altitude of 3,610 feet. A standard gauge line ran from the junction 31¾ miles to Newnes, the centre of the shale oil area, at an altitude of 1,758 ft.

For the first 18½ miles from the junction the maximum grade was 3%, rising to 4% for the next 8¾ miles and the summit level was 3,957 feet at mile seven. The minimum radius was 328 ft.

The line used four Shay locomotives, three weighing 62 tons and one weighing seventy four tons 15 cwt. The smaller locomotives had 12 ins by 15 in cylinders, a boiler pressure of two hundred p.s.i., 4'-4"

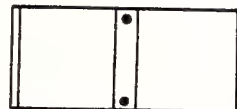
bogies on a total wheelbase of 40'-2" and carried 4.4 short tons of coal and 2,500 US gallons of water.

I am afraid I cannot help with regard to the rolling stock used but failing other readers being able to inform Mr. Curley about these other vehicles I would suggest he has another holiday in the district and visit local museums, talk with old identities and search out any derelict stock.

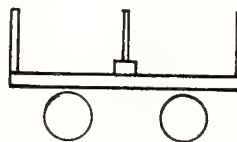
E. F. Raddatz,  
Melbourne.

Sir,

As a point of interest, I have found a conversion for the NSWGR's "S" class wagon. While I was on a holiday in Northern NSW, I visited Mendooran, where a lot of sleepers are made for the railways. The "S" wagons have been modified to carry these sleepers.



TOP VIEW



SIDE VIEW

The wagon has had its sides removed, although the ends remain, and across the middle is a wooden bolster. The bolster is 3" by 6" high and runs from one side of the wagon to the other. Two round metal bars stick up from the bolster to the same height as the ends. The wagon is painted in the usual NSWGR grey colour. The name of the town, the usual 'S' and the number are painted on the top left hand corner of both ends. This wagon should be an easy one to model. The sketches should suffice for the purpose, I think.

B. Rankin  
EARLWOOD, NSW.

## INDEX

Readers wanting an index for volume 4 can obtain one by writing to the address below enclosing a stamped self addressed 9" x 4" envelope. Sorry to do it this way but we need to cut costs. Write to:

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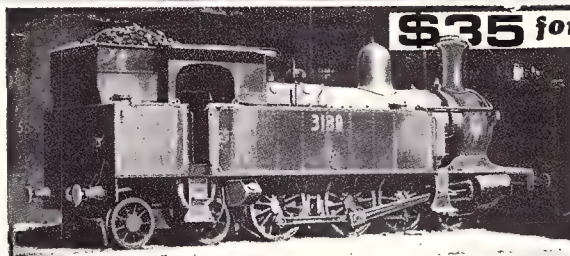
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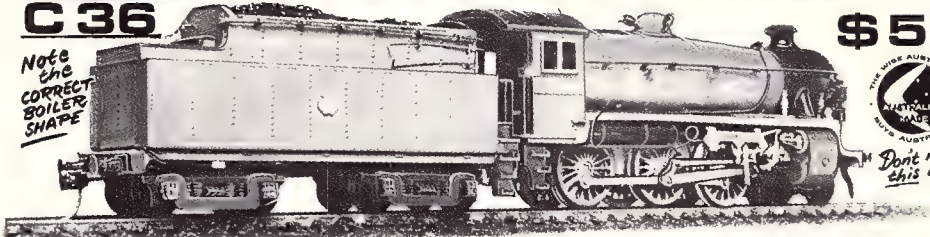


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**NEW MEMBERS:** Membership is now open for new members over 20 years of age for both O and HO sections. They must be actively involved in model railway construction and/or operation and attend regularly, and contribute their skills to building/repairing the Society's model equipment and manning the layout control boards for operational sessions. Apply by letter, or personally on a visitors' night.

**OFFICIALS:** President—Paul Simpson; Secretary—John Bowen; Vice-Presidents: O gauge, Don Stone; HO, Bob Gallagher.

## O GAUGE

The Society again provided an exhibit for the recent Model Railway Exhibition held in the Sydney Town Hall. Instead of a single display case shared by both O and HO layouts as there was at the previous two exhibitions, two cases were provided, one for each gauge. The O gauge exhibits included 12, 35, 36 and 44 class locos, a Heislner geared loco and a 0-4-0 tank engine, BS, LFX, and MHO passenger cars and SV, CW, HG and IHG goods wagons. Many thanks are due to members who loaned exhibits, and those who assisted in the transporting and setting up of the display.

The first of the film nights which are to be held at regular intervals was held on the last Monday in September — many members being present. British, French and Canadian films were shown including the 'Flying Scotsman' film. All present enjoyed the meeting.

The Christmas night will be held on Monday, 13th December. Members will be notified by mail in due course.

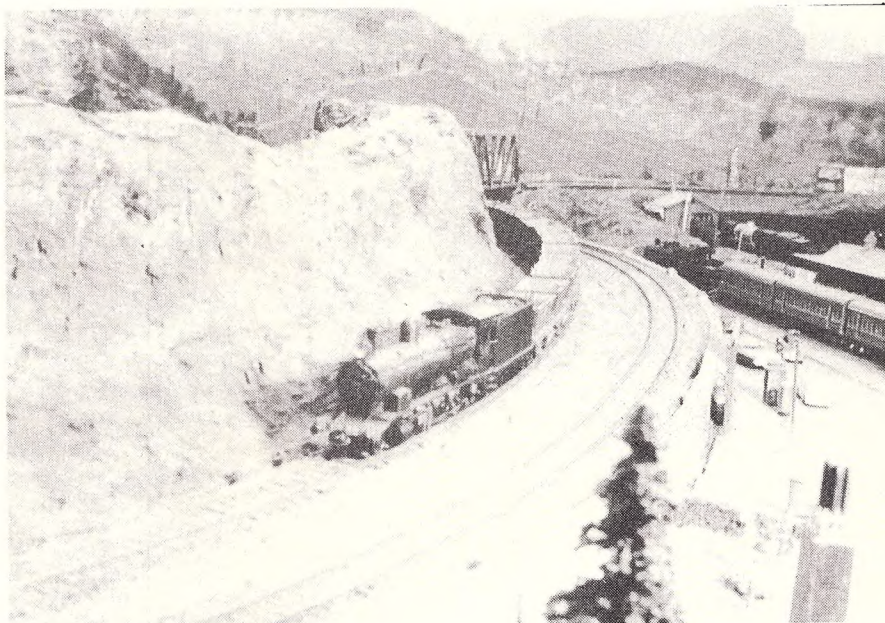
Ernie Stonier came in recently and brought along his latest acquisition, a brass K.T.M. Southern Pacific class MT-4 mountain type 4-8-2 with skyline casing. After being much admired, the engine was handed to a member well known for his liking of U.S. type motive power, to be painted, thus precipitating a ¾ hour debate on the pros and cons of locomotive liveries.

Charlie Weathers is hard at work and has produced a Baldwin type bogie tender for the second class U-105 4-4-0 he is building.

Gil Silversides brought along the wheels and frames of a 36 class loco he is building.

John Davies came in recently, and has had his model of 3830 running on the layout.

**HO. GAUGE:** Members extend to our hardworking Model Railway Show display architects Bob Gallagher, Ken Foran and



Max Burke hearty congratulations for a fine exhibit this year and also to members who loaned their equipment to be displayed. Since last report members have brought in both new and other items for inclusion in operations or for testing on the tracks before timetable workings. Graham Ahearn's Jap-built Shay and VR R-class (his second) in the nude were much admired and Bob Gallagher's Freidmont cast one-piece NSW 4:2-class DE body on a Tenshodo chassis has got the members planning for similar adaptations. Dick Biggs also showed his 45-class assembled from the multi-piece Friedmont kit.

Ken Smith has been working on his Jap-built 32-class to get more adhesion and has resprung the drivers as one means and has transferred some of the weighted tender weight to the loco footplate as another way. His 6-car 'R' passenger set continues to be admired and run beautifully despite its nearly 30-year age. This set, like many others built by members at that time, used Bristol board, scored, and painted with red-ochre colors from the Indian ink bottle. Work on the layout has been centred on Barry Millner's signalling relays at Central and power paks for Junction and the north-east main-Glenvale sections. Members were distressed to learn of the sudden death of Mrs. Arthur Wheatley and the sorrow and sympathy of all is extended to Arthur, one of the Society's foundation members and whose late wife, Murial, was well known to many members.

A short while before, Arthur had displayed his excellent Southern Aurora 10-car set, greatly modified from the Tri-ang prototype fluted cars, with the window spacings altered to conform to the local carriages and with full interior details visible through the windows. Many HO members have not been attending lately due to professional and social commitments and difficulty in manning all the control boards for operations is being experienced. Persons who qualify are invited to apply for membership prior to the close-down for the 7-week Xmas recess.

SC6 prevents discharge voltage of C1 from possible premature operation of CO.

In both Fig. 1 and 2, Capacitor discharge is only suitable for 2 or 3 coils simultaneously. The voltage that is used has shown no problems as yet and gives a hefty punch to point motors.

Parts shown in Figures 1 and 2:

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- Push-buttons: 1 used Kadee type.

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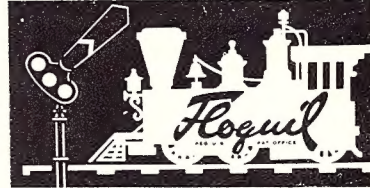
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By Malcolm Elder  
A goods train

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# BANISH DERAILMENTS

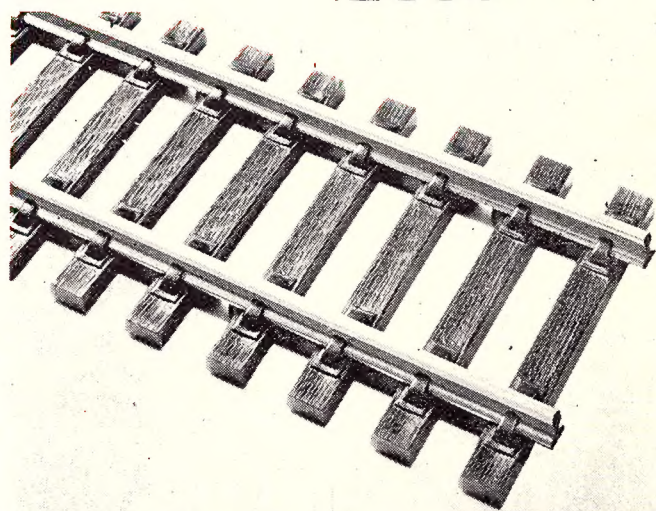
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in HO/OO, N, O & OO-9 Gauges

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Many modellers are now looking to N Gauge and they are attracted to the gauge because of the fine-looking PECO trackwork available. In N Gauge, track should be fastened down and not be allowed to float as it may do in HO/OO and larger.

We regret the necessity for recent price increases and also the fact that there are still more to come!

### OO-9NARROW GAUGE

- SL-400X N.G. Track with random sleepering, Nickel Silver rail, 18" length 65c
- SL-491X Right Hand Point, each 2.75
- SL-492X Left Hand Point, each 2.75 (Use N Gauge Rail Joiners)

### HO/OO

- SL-100X Track with Nickel Silver rail, 1 yd 1.30
- SL-100B Track with Brass rail, 1 yd 1.20
- SL-100S Track with Steel rail, 1 yard 1.10
- SL-102X Track with Concrete Sleepers & Nickel Silver rail, 1 yd 1.35
- SL-84X Catch Point, Right Hand, Each 2.30
- SL-85X Catch Point, Left Hand, Each 2.30
- SL-86X Curved Point, Right Hand, Each 3.75
- SL-87X Curved Point, Left Hand, Each 3.75
- SL-88X Right Hand Point, 5ft. radius, Each 3.35
- SL-89X Left Hand Point, 5ft. radius, Each 2.75
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- SL-97X Y Point, Each 2.75
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- SL-397X Y Point, Each 3.25
- SL-310X Metal Rail Joiners, Pkt. of 24 45c.
- SL-311 Insulating Rail Joiners, Pkt. of 12 45c.

### N GAUGE 'SETRACK'

- ST-1 Full Straight, 3½" long 30c
- ST-2 2/3 Straight, 2½" long 30c
- ST-3 Full Curve, 3½" long 30c
- ST-4 Half Curve, 1½" long 30
- ST-5\* Right Hand Point, 9" radius 2.75
- ST-6\* Left Hand Point, 9" radius 2.75
- ST-7 Short Crossing, 25° 60c
- ST-8 Sleeper-built Buffer Stop, (2) 90c
- ST-9 Power Connecting Clips, 2 pair 90c

\* Not yet available

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